



Metropolitan Transportation Authority

Safety & Security Committee Meeting July 2026

Committee Members

Janno Lieber, Chair

Andrew Albert

Gerard Bringmann

Michael Fleischer

Dan Garodnick

Marc Herbst

Christopher Leathers

Blanca Lopez

Haeda Mihaltses

James O'Donnell

Janette Sadik-Khan

John Samuelson

Lisa Sorin

Ed Valente

Safety Committee Meeting

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

**Monday, 7/27/2026
9:00 - 9:30 AM ET**

1. Public Comments

2. Committee Administrative and Action Items

a. Approval of Minutes

April 2026 Safety Committee Meeting Minutes - Page 3

b. Safety/Security Committee Work Plan

Work Plan 2026 - Page 8

3. Safety/Security Metrics

July 2026 Safety & Security KPM - Page 10

4. Committee Presentation

C&D Safety Oversight Presentation - Page 40

MTA Security Grant Program - Page 52

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

**Monday, April 27, 2026
1:00 PM ET**

The following Board Members were present:

Hon. Janno Lieber, Chair

Hon. Andrew Albert

Hon. Gerard Bringmann

Hon. Samuel Chu

Hon. Marc Herbst

Hon. Christopher Leathers

Hon. Blanca P. Lopez, M.S.

Hon. Haeda Mihaltses

The following Board Members were absent:

Hon. Michael Fleischer

Hon. Daniel Garodnick

Hon. Randolph Glucksman

Hon. David R. Jones

Hon. David S. Mack

Hon. Melva M. Miller

Hon. James O'Donnell

Hon. John-Ross Rizzo

Hon. John Samuelsen

Hon. Lisa Sorin

Hon. Edward Valente

Hon. Neal Zuckerman

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

Lisette Camilo, MTA Headquarters ("MTA HQ")

Ausberto Huertas, MTA Construction & Development ("MTA C&D")

Michael Kemper, MTA Headquarters ("MTA HQ")

Brian Lapp, MTA New York City Transit ("NYCT")

Anthony Mercogliano, MTA Headquarters ("MTA HQ")

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:

Christoper Greif

Jason Anthony

Khalia Hayslett

Andy Pollack*

*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 25, 2026, Safety Committee meeting were approved.

Acting Chief Safety Officer Carl Hamann's recent retirement was announced by Chair Lieber. Lisette Camilo was welcomed as Acting Chief Safety Officer.

Chief Camilo announced as the only change to the work plan, that the B&T Safety Highlights would be presented at the general board meeting on Wednesday, April 29, 2026, instead of at this meeting.

SAFETY POLICY

Chair Lieber turned it over to Chief Camilo to deliver the Safety and Security Metrics.

Chief Camilo reported favorable trends across the operating agency over the 12-month reporting period. The LIRR customer injury rate declined from 1.81 to 1.34 per 1 million customers and the employee lost time injury rate declined from 3.98 to 3.62 with slight upticks in recent months.

The MNR customer injury rate showed improvement, decreasing from 1.47 to 1.44 per 1 million customers. Over the same period, the MNR employee lost time injury rate increased from 1.67 to 1.94.

At NYCT, the customer accident rate for buses and subways remained stable with the subway rate slightly decreasing from 2.52 to 2.48 per 1 million customers, and the bus rate slightly decreasing from 2.48 to 2.34. Bus collisions trended upwards due to winter weather and other situations. The work of the Safety Department, Security Department and operating agencies reflects continued focus on strengthening safety and security systemwide.

Chief Camilo turned it over to Chief Kemper for an update on the CCTV Program.

CCTV Updates (Security):

Chief Kemper provides an update on the MTA camera program which has expanded coverage to improve situational awareness, assist in strategic planning, reduce vulnerabilities, and deter crime throughout the MTA system. These cameras have aided investigators immensely as well, given that the NYPD relies on this footage 24/7, 365 days of the year.

Chief Kemper stressed the multipurpose nature of this surveillance apparatus which is well respected and heavily relied upon by security teams, MTA PD and partners in law enforcement. The cameras ensure that the MTA is ready for critical incidents and strengthens accountability.

Chief Kemper reiterates that the MTA has strengthened its ability to prevent, respond and account for all incidents that occur throughout all its jurisdiction. Over 145,000 cameras are active across the system with 100,000 in NYCT territory, 17,000 in LIRR, 16,000 in MNR and 2,000 in B&T respectively.

Chief Kemper highlights the MTA's large CCTV footprint has grown. 10,000 new or upgraded cameras have been installed within the last year. 600 conductor cabs have already been outfitted with cameras, and an estimated 1,131 will be added at the year-end. This also includes 800 cabs retrofitted by the NYCT car equipment team. These installations bring the MTA closer to reaching the goal of outfitting every NYCT train car with a camera.

Chief Kemper reported that since 2022, 20 million dollars have been secured in NYS and Federal Grant funding to expand camera coverage, including the 3.6 million, in 2025, for the Transit Security Grant from FEMA awarded for purchase of Tactical Deployable Camera System which will enhance livestream capabilities in areas where visibility is narrow and weaker.

Chief Kemper also mentioned that the MTA will continue to pursue grant funding opportunities to build-out station camera apparatuses and accelerate achievement of security goals. The MTA is readying to improve its ability to share and obtain video with law enforcement to coordinate when any event of major value appears.

Chief Kemper continues to stress the MTA's commitment to upgrading the entirety of the cameras, which range upwards of 145,000, that are used for everyday situations. He brings up how the MTA will continue to do site assessments to verify where more cameras are needed. Grant strategies will also be a huge focus as well, to maintain that there will be state, federal, and regional grants that will be pursued to further aid the MTA's commitment to safety.

Chief Kemper continues with the fact that there will be alignment with capital plans to support ongoing deployments and enhancements, wherever needed. Technology advancements are also a focal point, to enhance public safety to its maximum.

Chief Kemper recounts a situation where coordination and strategic use of the surveillance network helped locate a missing female juvenile facing a mental health crisis. The situation was intense, as the juvenile was not only suffering from BPD, but from suicidal tendencies. LIRR securities were able to react fast, thanks to the cameras installed throughout various stations, and alert officers in Penn Station. MTA officials then took control thanks to the real time updates provided and were able to help the individual when she arrived at their jurisdiction. This story shows the broad range of situations where these cameras are instrumental in keeping the public safe.

Board Member Albert thanked Chief Kemper for the great report and asked whether cameras would be installed in conductor cabins of subway cars to prevent unauthorized persons from taking trains for “joyrides”. Chief Kemper confirmed that installation of cameras in conductor cabins is part of the plan.

Board Member Albert asked whether a real time notification is sent to the MTA when a camera stops functioning for one reason or another. Chief Kemper responded that there are procedures and policies in relation to maintaining these cameras, and that workers go out to fix or replace the cameras as soon as possible.

Board Member Lester thanked Chief Kemper for the report and expressed appreciation for what the department does.

Board Member Lopez inquired about the process of integrating new cameras that are produced by different vendors with different specifications into a unified monitoring system and wanted to know if there were any challenges.

Mr. Mercogliano explained that all cameras for every agency are integrated into one system that can be viewed in one location. There is a governance committee that establishes standards to ensure that everything can be assessed. Integration potential is a consideration during procurement stage when choosing vendors.

Chief Kemper then brings up a point in which all camera systems have been integrated in a one-stop shop viewing, meaning everything can be viewed at the same time. Chief Kemper thanked each operating agency for helping to achieve this unified system which was completed a few months ago.

Board Member Mihaltses recalled a story about a few kids who took a train for a “joyride” that lasted longer than is usually reported, and inquired if there were cameras placed throughout those stations that could have detected them?

Chief Kemper answered that it is unusual for an event not to be captured on video as of now. This is the opposite of the status quo years ago when very little was captured. Chief Kemper offered to talk in private about the incident, as the investigation is still ongoing, as well as to avoid anyone watching the meetings to figure out a way around the security system in place. Chief Kemper also brings up that in incidents as such as this one, there are pre and post tracking, which allow NYPD to conduct further investigations on anything.

Chair Lieber noted that NYPD has its own monitoring operation in addition to the MTA system.

Chief Kemper added that the NYPD Transit Bureau has a 24/7 monitoring center with roles of screens of video which are monitored in real time. This bureau monitors quality of life offences and investigates missing person reports among other activities.

Board Member Albert added that the cameras help stop crime outside of the MTA system as well and recounted that the Central Park Rapist was apprehended after being spotted on camera at the 5th Avenue- 59th Street Station.

Board Member Bringmann asked about the MTA’s relationship with municipal police forces outside of New York City. Chief Kemper confirmed that MTA PD and security have strong relations with their suburban partners.

ADJOURNMENT

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

2026 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 2026

- Approval of 2026 Work Plan	MTA Chief Safety Officer
- NYCT Agency Safety Plans	NYCT SVP Safety & Security
- NYCT Safety Highlights	NYCT SVP Safety & Security
- Worker Assaults	MTA Chief Security Officer

April 2026

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

July 2026

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

November 2026

- 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 2026

Approval of the 2026 Work Plan

The committee will be presented with the 2026 Work Plan and be asked to approve.

NYCT Agency Safety Plans

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

NYCT Safety Highlights

The committee will be briefed on NYCT Safety Highlights.

Worker Assaults

The committee will receive an update on MTA Worker Assaults.

April 2026

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.

July 2026

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 2026

Drug & Alcohol Program Update

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 27, 2026

Long Island Rail Road

Safety Performance

Long Island Rail Road's (LIRR's) safety performance continues to trend favorably. For the current 12-month reporting period (June 2025 through May 2026), the reportable customer injury rate decreased from 1.56 to 1.47 per one million customers compared to the prior 12 month period. The reportable employee lost-time injury rate also declined, decreasing from 3.80 to 3.56 per 200,000 working hours for the same 12-month reporting period.

Safety Focus Day

On June 11, 2026, LIRR conducted its quarterly Safety FOCUS Day, reaffirming the carrier's commitment to safety. Safety FOCUS Day serves as a structured, company-wide pause for learning and reflection, during which leadership, management, and employees engage in open dialogue regarding risks and the measures in place to mitigate them. Senior leadership visited the Babylon Yard facility, underscoring that safety remains LIRR's non-negotiable core value and must be upheld above all other considerations.

Safety on the Shore

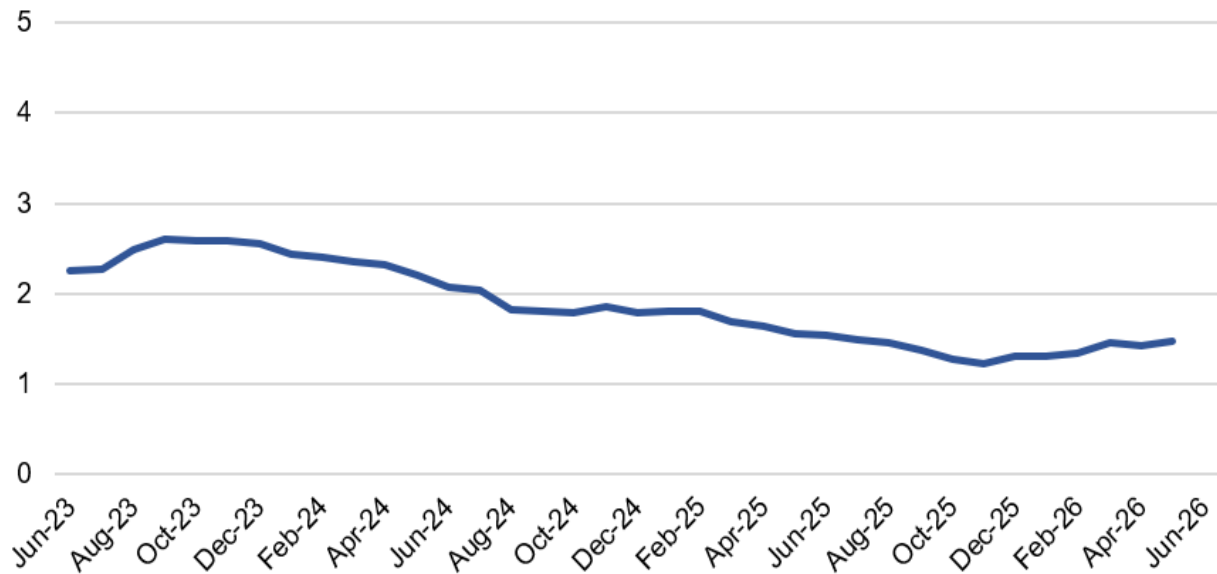
On June 28, 2026, LIRR's Corporate Safety staff and their family members joined a volunteer beach cleanup at Lido Beach Town Park, organized through Town of Hempstead by the Atlantic Marine Conservation Society. Marine debris can pose serious risks to public health, wildlife, and the environment. During the event, we collected and removed approximately 13 pounds of debris from the shoreline, contributing to the protection and preservation of the coastal ecosystem, while making the shoreline safer for our beachgoing community.



Performance Metrics

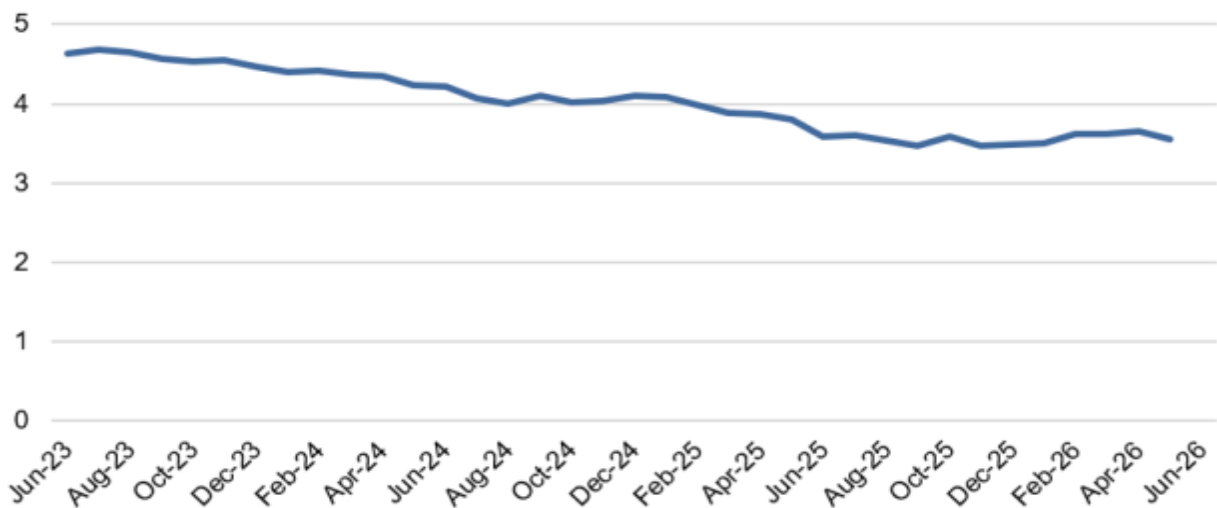
Customer Accident Rate

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.

	2023	2024	2025	2026 YTD
Train Derailments	4	0	1	3
Train Collisions	1	0	0	0

Prevention Metrics (Leading Indicators)

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

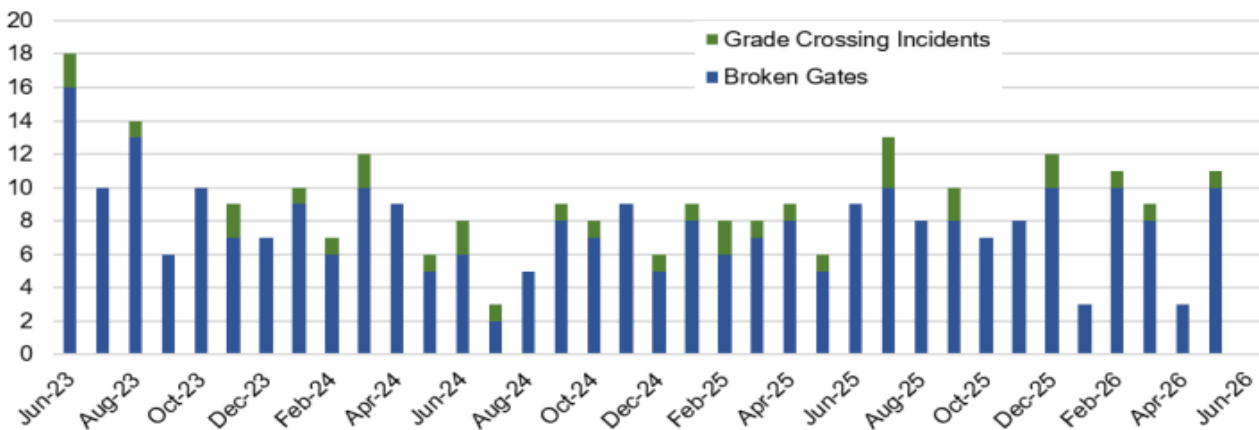
The number of first responders trained to assist in crisis events, unique LIRR employees who completed certain federally mandated qualification refresher courses, and customer and community members who attended in-person or virtual safety outreach events.

	2024	2025	2026 YTD	
			Target	Actual
First Responders	1,657	1,788	1,650	414
Employees	6,318	6,403	6,100	3,102
Customers and Community Members	99,712	99,101	97,196	53,767

Grade Crossing Safety Metrics

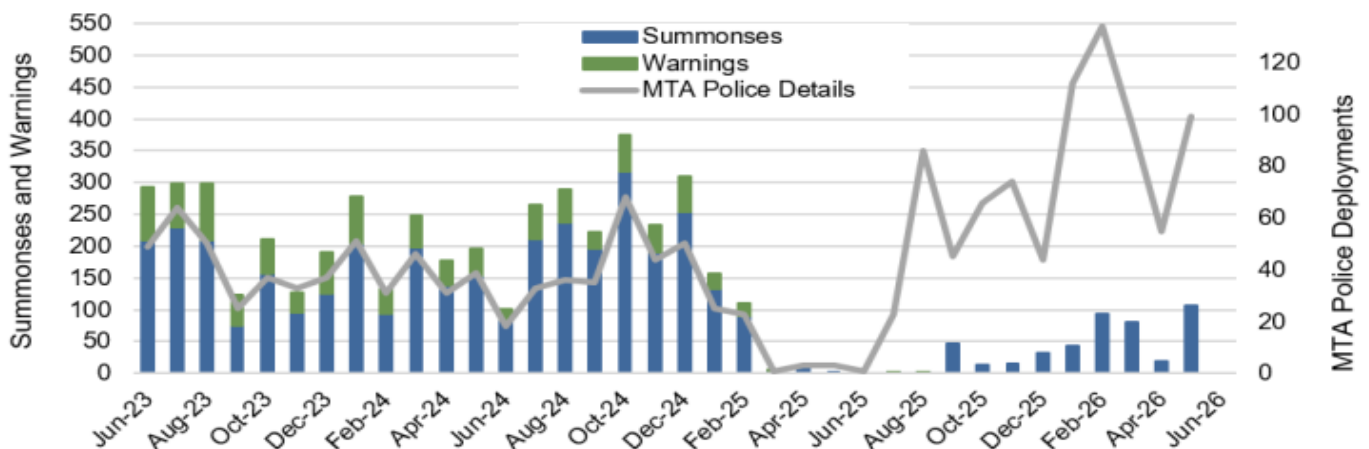
Grade Crossing Incidents and Broken Gates

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

Focus on Safety

Metro-North Railroad (MNR) remains committed to a strong safety culture for both employees and customers. Since the last Safety Committee meeting, we have advanced key initiatives that reinforce safe work practices and support reliable service. During this period, we recorded fewer operational incidents and a continued decline in customer reportable injuries—clear indicators of our ongoing focus on mitigating risks and ensuring a safe experience across the system.

Employee Focused

The Office of System Safety has launched the Newcomer Yellow Headgear & Task-Based Observation Program to strengthen how MNR identifies, coaches, and supports employees during their first year in a new role when risk is highest. The program applies to all new hires and employees transitioning into new positions. Supervisors are conducting real-time, task-based coaching in the field, and employees in their first year will be easily identifiable by yellow hard hats or bump caps. The program increases direct engagement between supervisors and staff, promotes early habit-building, and supports employees in recognizing hazards, asking questions, and stopping unsafe work.



Customer Focused

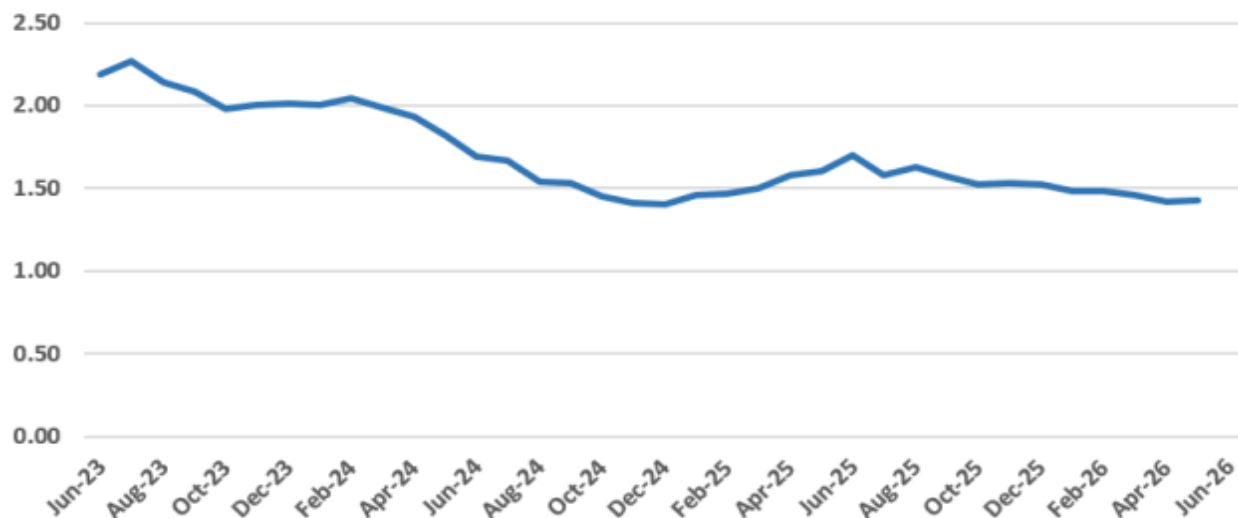
Metro-North Railroad participated in International Level Crossing Awareness Day (ILCAD) and Emergency Notification System (ENS) Sign Awareness Day in June. The Office of System Safety, together with the MTA Police Department, conducted outreach at over 15 stations and grade crossings across all MNR territories, engaging nearly 2,500 people.



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.

	2023	2024	2025	2026
Train Derailments	0	0	0	1
Train Collisions	0	0	0	0

Prevention Metrics (Leading Indicators)

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

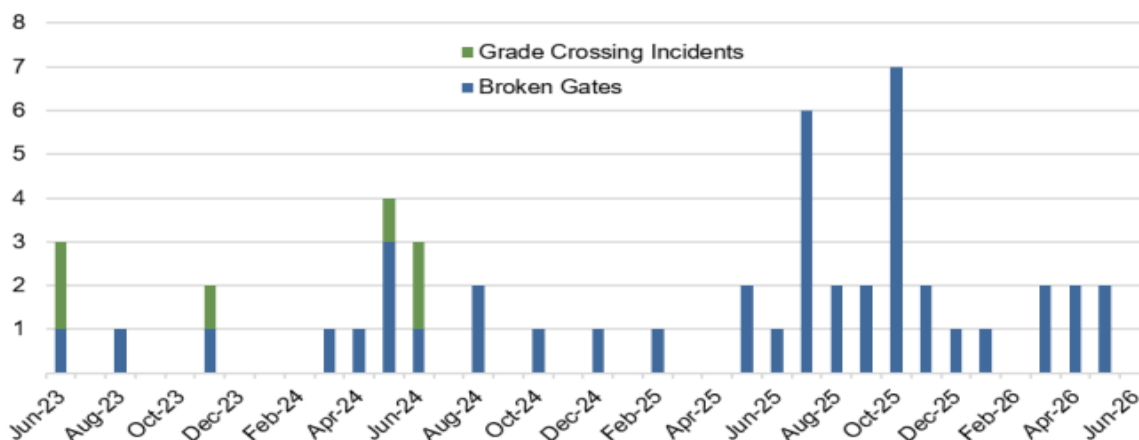
The number of first responders trained to assist in crisis events, unique Metro-North employees who completed certain federally mandated qualification refresher courses, and customer and community members who attended in-person or virtual safety outreach events.

	2024	2025	2026 YTD	
			Target	Actual
First Responders	1,920	1,445	1,200	723
Employees	3,136	3,340	2,750	1,806
Customers and Community Members	71,245	60,457	75,000	17,770

Grade Crossing Safety Metrics

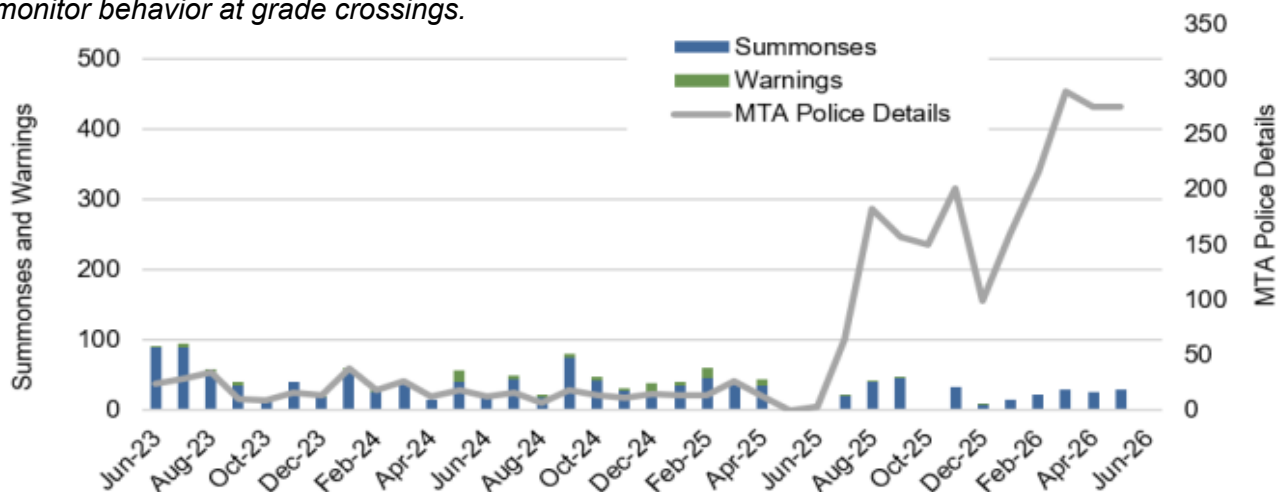
Grade Crossing Incidents and Broken Gates

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 slightly decreased when compared to the most recent 12-month period to the previous one.

Bus Customer Accident Rates increased slightly while Bus Collision Rates also increased when comparing these 12-month periods.

Employee Lost Time Accidents (LTAs) increased overall between periods as well. Overall NYCT had a +12.3% increase in LTA Rates compared to the previous period. Subways LTA Rate increased between periods by +6.3%. The combination of Overall NYCT with MTA Bus saw a +11.2% increase in LTA Rates.

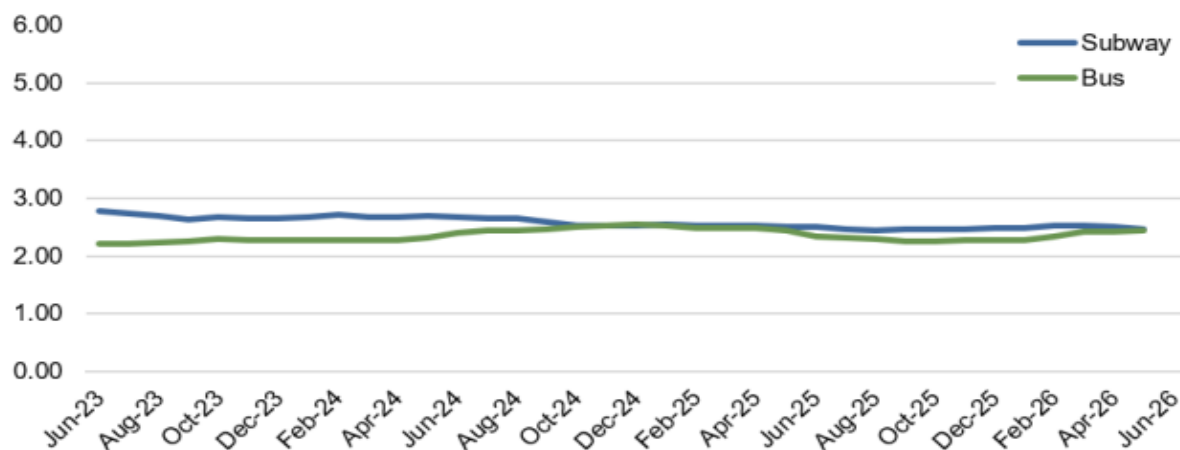
Also, Subway Fires increased (856 -> 1052, +22.9%) when comparing those same 12-month periods.



Performance Metrics

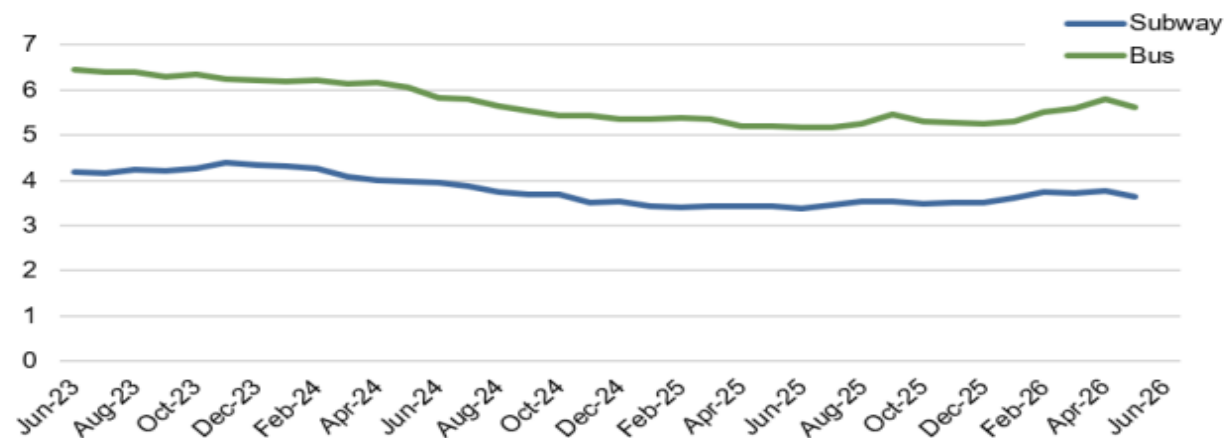
Subway and Bus Customer Accident Rate

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



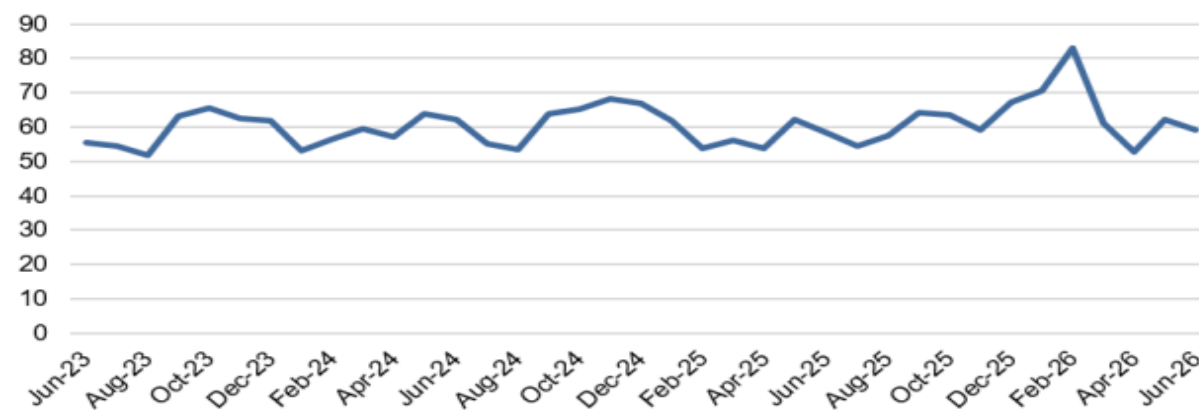
Subway and Bus Employee Lost Time Injury Rate*

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



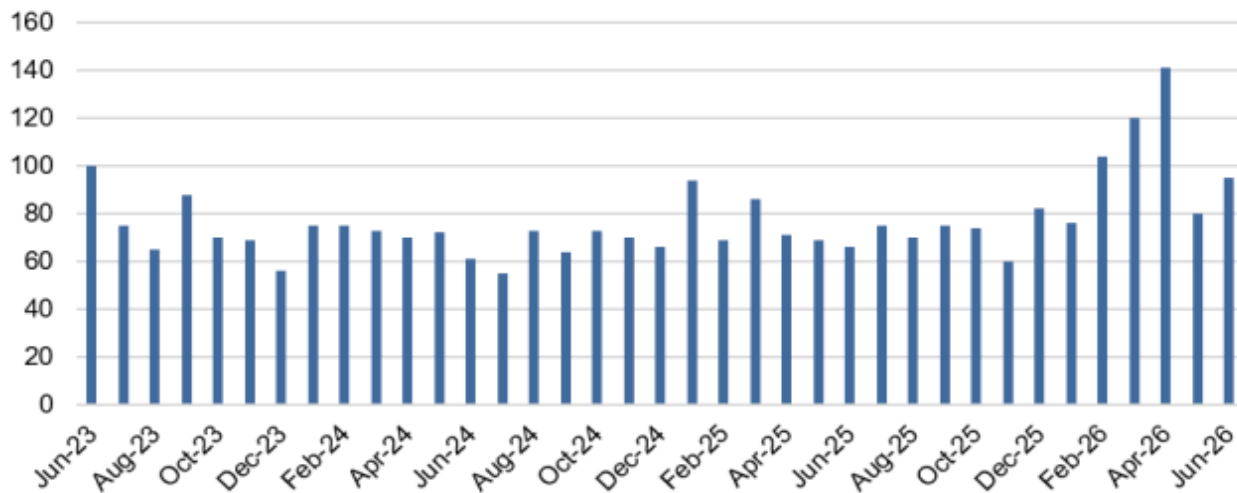
Bus Collision Rate

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	2023	2024	2025	2026 YTD
Mainline Collisions	0	2	0	3
Yard Collisions	0	8	11	13
Mainline Derailments	3	1	1	1
Yard Derailments	3	6	8	5

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.

	2025	2026 YTD	
		Target	Actual
Joint Track Safety Audits Completed	354	360	364
Continuous Welded Rail Installed (Feet)	47,497	15,090	8,760
Friction Pads Installed	29,717	29,000	14,467
Audible Pedestrian Turn Warning Systems Installed	169	370	189
Vision Zero Employee Trainings Conducted	6,493	6,000	3,220

MTA Bridges and Tunnels

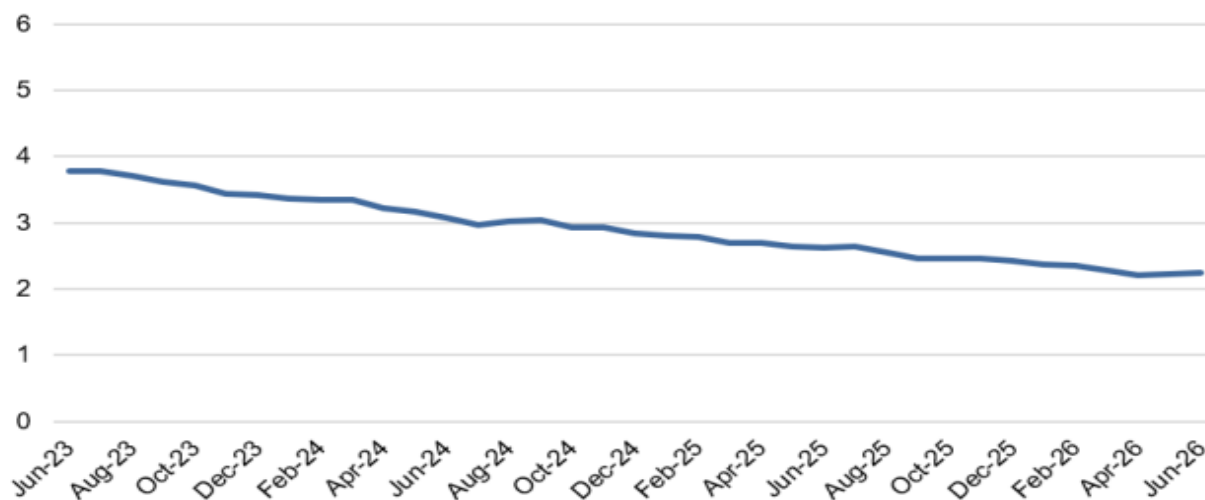
MTA Bridges and Tunnels staff, in collaboration with our partner agencies, continue to improve safety and reduce collisions through engineering, education, and enforcement efforts. Facility-specific initiatives, including increased safety inspections, strengthened protocols for high-hazard work activities, and enhanced employee training programs, have further supported injury prevention and reinforced a strong culture of safety. In the past month, special emphasis has been placed on the Authority Confined Space and Lock/Tagout Programs to ensure this high-hazard work is being conducted safely.



Performance Metrics

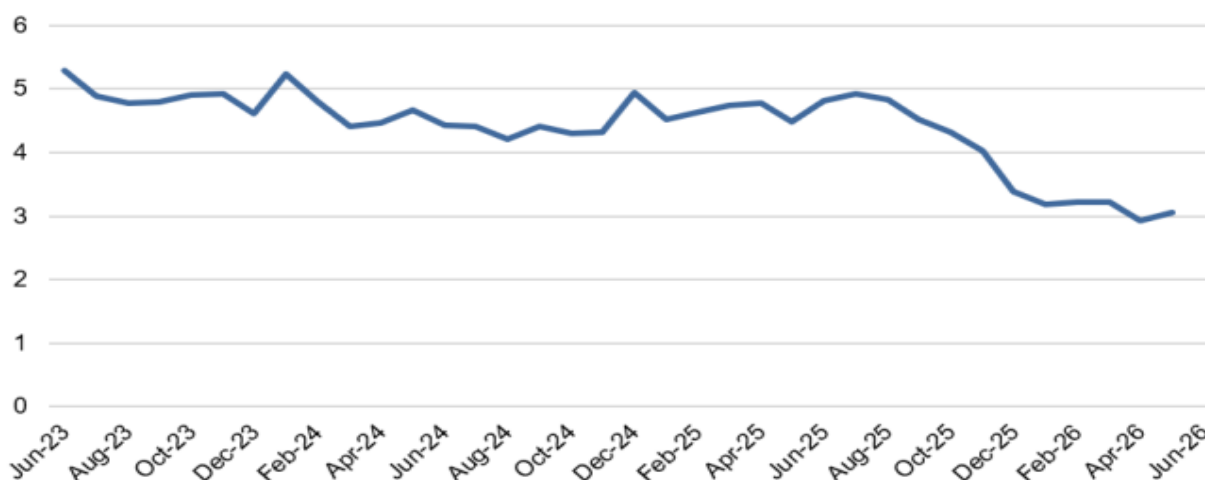
Customer Collision Rate

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.

	2024	2025	2026 YTD	
			Target	Actual
Workforce Development	260	233	250	233
Safety Task Force Audits	14	14	13	7
Fire Code Audits	14	14	15	6
FDNY Liaison Visits	30	24	28	2

MTA Construction & Development

MTA Construction & Development (C&D) continues to demonstrate stable safety performance across the capital program, supported by ongoing efforts to enhance contractor oversight and hazard prevention. Since the last Committee meeting, the Safety Department has worked on integrating Safety Management System (SMS) requirements into contracts, aligning the Occupational Health and Safety Management System (OHSMS) with the SMS, expanding data-driven oversight through the SafeWork platform, strengthening collaborative risk mitigation with OCIP, and promoting workforce development through targeted training and apprenticeship programs. These efforts directly support MTA-wide goals to improve system safety, strengthen risk management, and ensure consistent safety practices across all agencies and capital projects.

Initiatives currently underway within Construction & Development:

Division 1 Contract Safety and Security Requirements

C&D Safety is finalizing its comprehensive review and update of the Division 1 contract requirements to strengthen safety expectations and establish clear, standalone security provisions within all project specifications. As part of this effort, the Safety Management System (SMS) is being incorporated into Division 1 to further align future contract requirements with the agency-wide safety program we are preparing to implement. Once Division 1 updates are completed, both the Occupational Health and Safety Management System (OHSMS) and SMS will be finalized and issued, ensuring full consistency across all capital projects. These combined efforts will create a clearer compliance framework, reinforce accountability, and enhance uniform application of safety and security requirements for contractors and project personnel.

ISO 45001 Surveillance Audit and Safety Management System Advancement

The C&D Occupational Health and Safety division continues to advance key initiatives that support the Agency's commitment to safety excellence and ongoing improvement. These efforts include conducting and coordinating multiple audits to verify compliance with Division 1 Contract Safety Specifications on active capital projects, ensuring contractors and project teams adhere to established safety standards. Additionally, the division has completed the ISO 45001:2018 annual surveillance audit, which aims to maintain the effectiveness of the Occupational Health and Safety Management System (OHSMS). This process verifies compliance with certification requirements and identifies opportunities to improve safety performance across the organization, fostering future safety collaborations and enhancements with both internal and external stakeholders. The department is now working on requirements for future changes and improvements to develop the program further and align with next year's surveillance audit to ensure continued compliance.

Safety Enterprise Software (ESS) Program

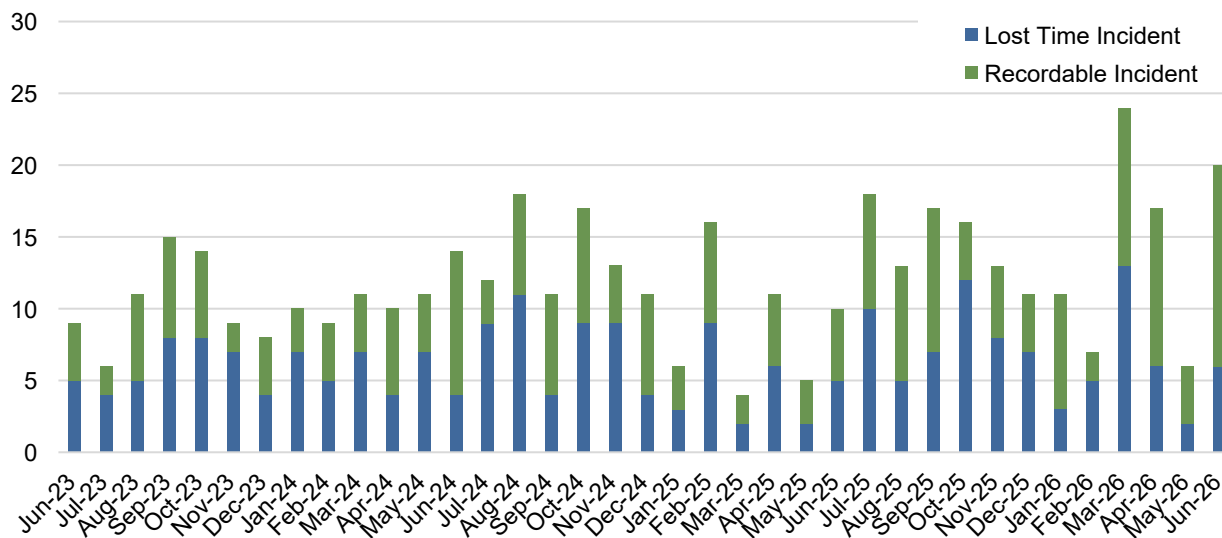
Enterprise Safety Software (ESS) is part of the current MTA software RFP. It will serve as a unified platform to manage C&D's corporate safety programs, Business Unit project activities, and third-party inspections, with the potential to expand across all MTA agencies once established. ESS will automate safety tasks, streamline project operations, enhance contractor performance monitoring, and enable individual worker oversight, which is critical for compliance, security, and workforce management. This system will help C&D better meet federal, state, and MTA requirements, improve key performance indicators, and replace multiple existing software systems. We are also working with Procurement and the vendor to explore further cost-saving opportunities.



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.



Serious Incidents

The number of serious safety-related incidents.

	2025	2026 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).

	2025	2026 YTD
Inspections and Audits - Internal	4,100	2,421
Inspections and Audits - External	8,952	4,620

MTA Safety Committee

Key Security Metrics

July 27, 2026

Long Island Rail Road

Overview of Security Operations

The Long Island Rail Road (LIRR) Office of Security (OOS) takes a proactive approach to monitoring locations, leveraging information gathered in collaboration with the Metropolitan Transportation Authority Police Department (MTAPD), LIRR employees, community feedback, and analysis of current trends and quality of life concerns. Additionally, OOS collects intelligence from various other sources. The Office is deeply engaged in the MTA's efforts related to counter-terrorism, crime reduction, and the overall safety of the public and employees. OOS delivers real-time surveillance, shares critical information, and supplies valuable forensic data during investigations.

Security Focus and Technology

The Office of Security concentrates on public-facing areas at terminals and stations, as well as key locations along the railroad right-of-way, grade crossings, LIRR yards, and storage and employee facilities. The Command Centers are equipped with access to over 17,000 cameras strategically installed throughout the railroad's operational footprint and aboard LIRR trains. OOS continually adds security measures, such as cameras and access controls, to bolster customer and employee safety and safeguard LIRR assets and properties. Advanced access control systems and alarm technologies, supported by analytics applied to specific camera views, help identify areas where unauthorized entry or activity may threaten customers and employees.

Collaboration and Quality of Life Efforts

By conducting regular meetings and site assessments with various LIRR departments, including Stations and Engineering, and working closely with MTA PD, the Office of Security monitors locations that are known for homelessness and quality of life issues. Public complaints are also factored into these assessments. Security personnel assist in identifying both conditions and individuals who may require support. Upon observing potential concerns, OOS collaborates with MTA PD and other LIRR departments to address and resolve these situations.

Security Assessments and Data Utilization

LIRR Security Staff conduct thorough security assessments at station buildings, facilities, and yards, utilizing the principles of Crime Prevention Through Environmental Design (CPTED). Data collected and analyzed through the Operations Security Console and Reporting (O.S.C.A.R) Dashboard informs these assessments. Security personnel combine this data with their in-depth knowledge of LIRR operations, current threat trends, reported incidents, and specialized training to determine whether existing security measures meet the organization's needs.

Drone Program Capabilities

The LIRR Drone Program consists of four trained pilots and a fleet of drones. This program is available at all hours to support emergency responses and provides aerial assistance for departmental surveys, inspections, and assessments of right-of-way areas, stations, and yards. Equipped for both day and night operations, the drones feature infrared imaging and broadcasting/streaming capabilities to enhance situational awareness.

Workplace Violence Prevention

The Office of Security closely monitors incidents of workplace violence among employees and actively seeks opportunities to improve prevention and mitigation strategies. The MTA/LIRR addresses the prevention of worker assaults through several ongoing initiatives:

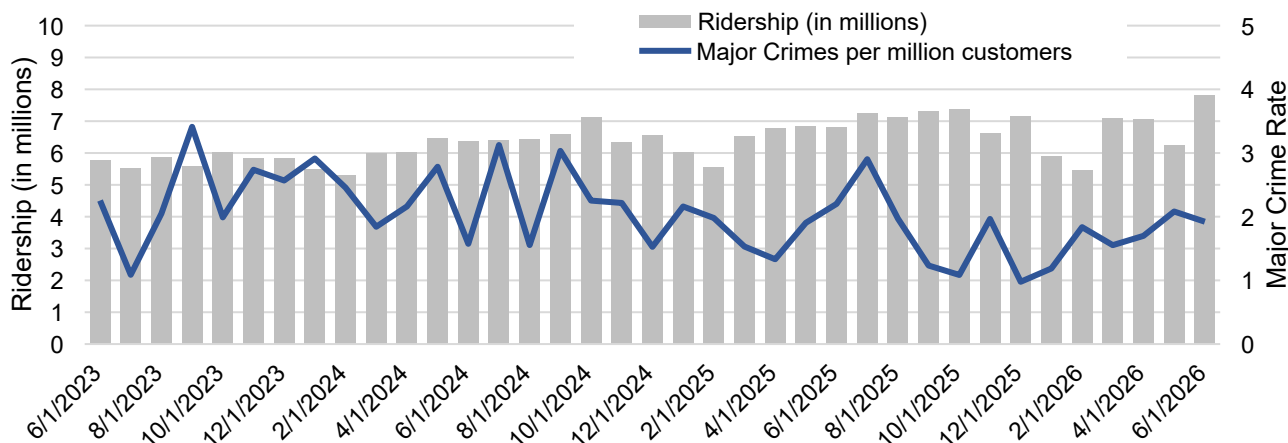
- Continuous evaluation and updating of Workplace Violence Prevention Program (WVPP) training, including presentations during new hire orientation.
- Regular meetings with MTA PD to review workplace violence incidents and coordinate mitigation efforts.
- Employee engagement activities, such as Meet and Greets, to raise awareness and understanding of the Workplace Violence Prevention Program.

Ongoing Security Technology Research

The LIRR Office of Security continually investigates advancements in security technology, considering both physical devices and software applications, to ensure the railroad's security systems remain up-to-date and effective. Fiscal responsibility is a key consideration in these efforts. OOS also works to expand camera coverage and security mitigations at stations, yards, and facilities to strengthen security.

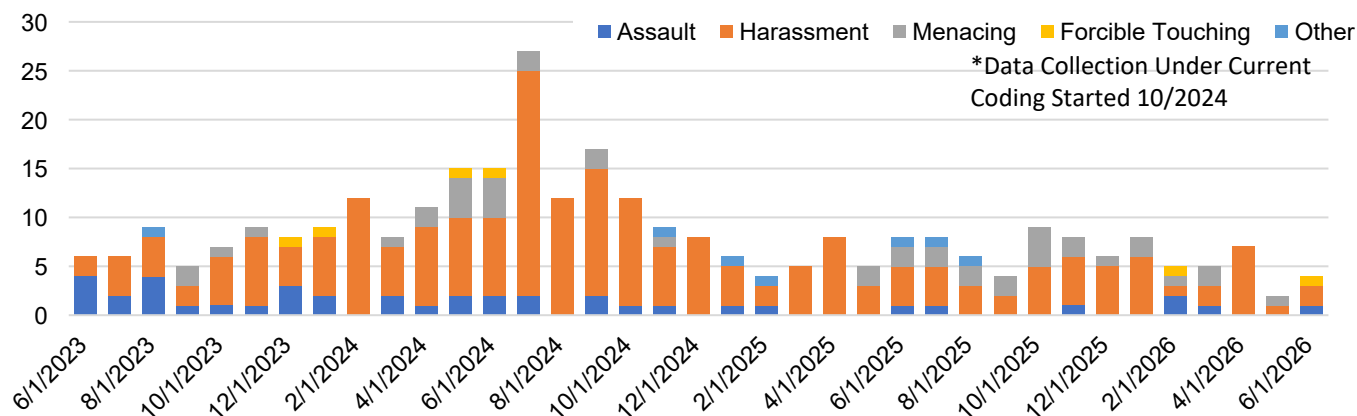
Major Crimes Against Customers

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



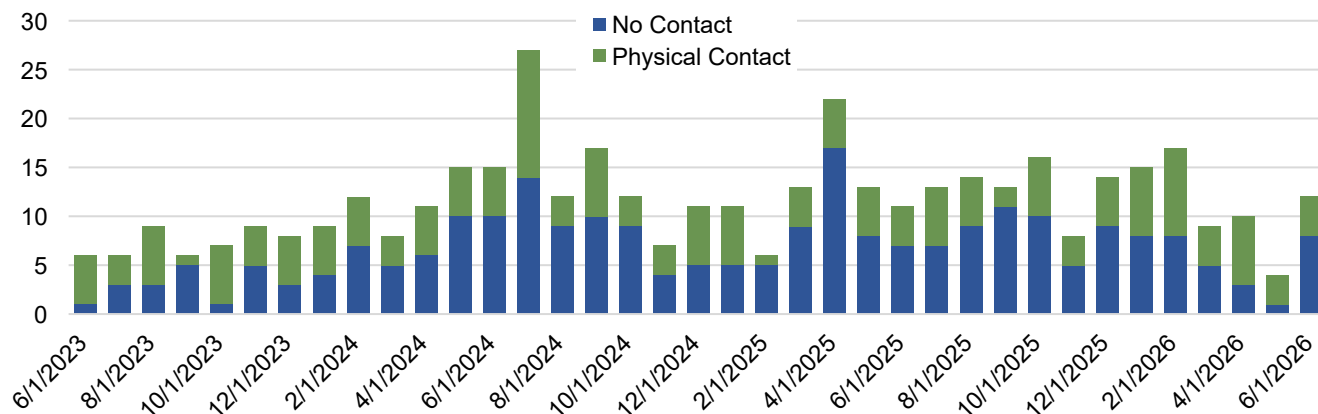
Workplace Violence Against Employees – Penal Law¹

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

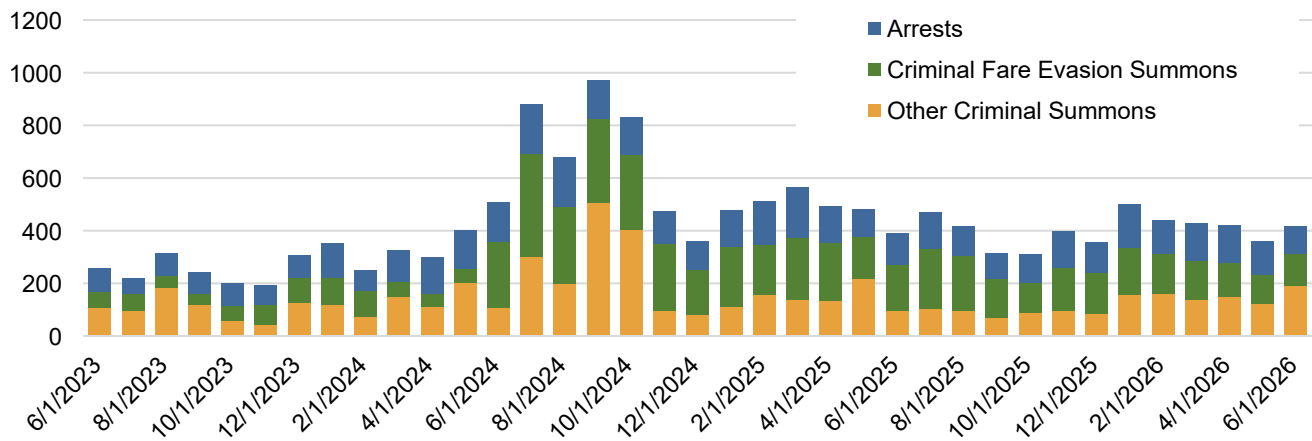
The number of reported Workplace Violence Cases against LIRR employees and other MTA employees on LIRR property, recorded by LIRR Security, per NYS DOL Law (Categorized by Physical



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 under harassment. Updated data will be reflected at a 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. Advanced AI technologies are being piloted to enhance security protections at critical locations. 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 2025. All new MNR employees are given in-person de-escalation techniques training as part of the Security Basics module as part of annual e-training for all MNR employees.

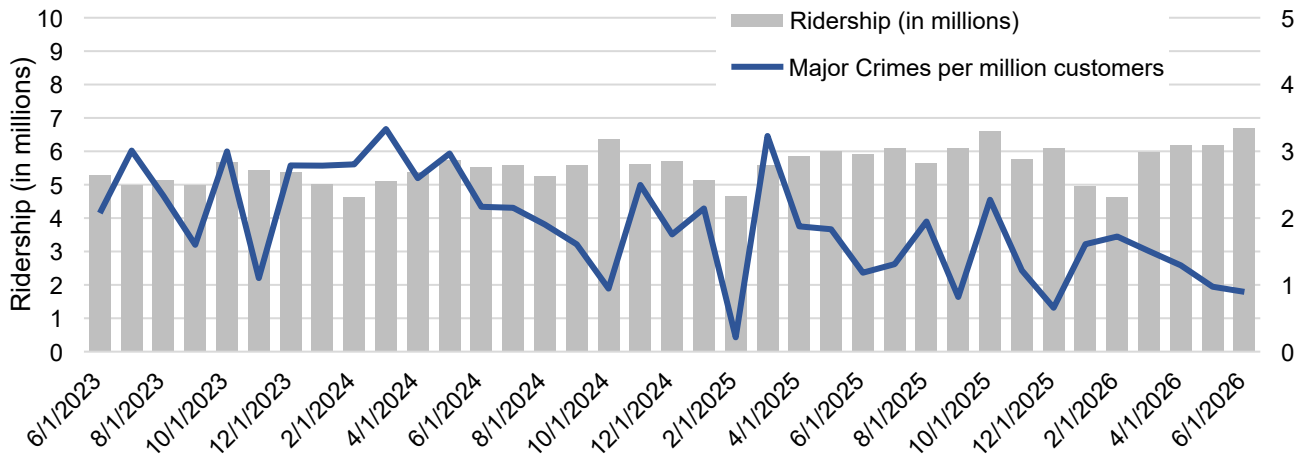
Weekly meetings with MTAPD, MNR Transportation, and Labor Unions to discuss issues regarding operational security. They identify specific trains where MTAPD can deploy officers to address specific trouble-making individuals or specific stations where incidents have occurred that need law enforcement.

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.

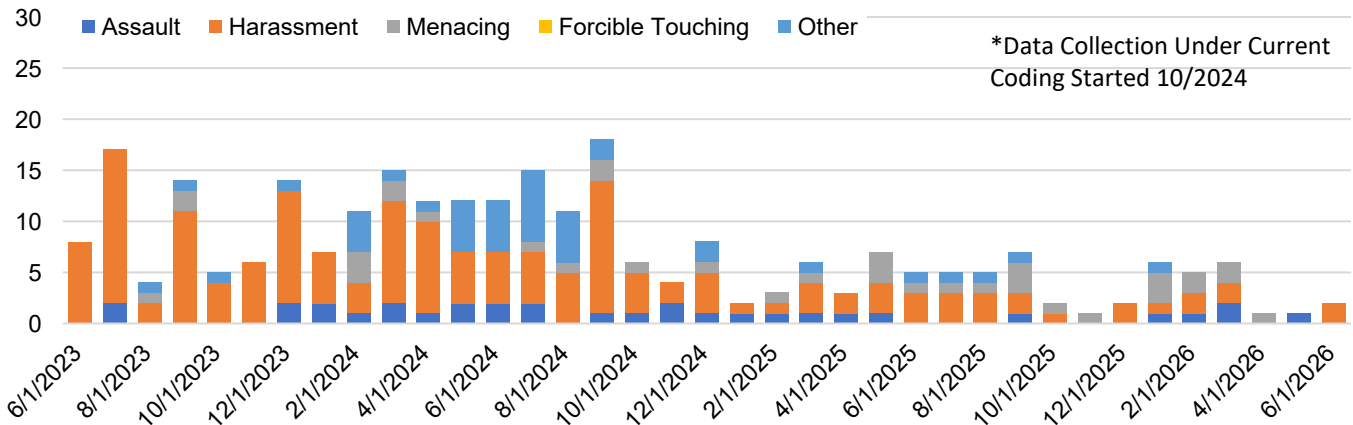
Major Crimes Against Customers

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



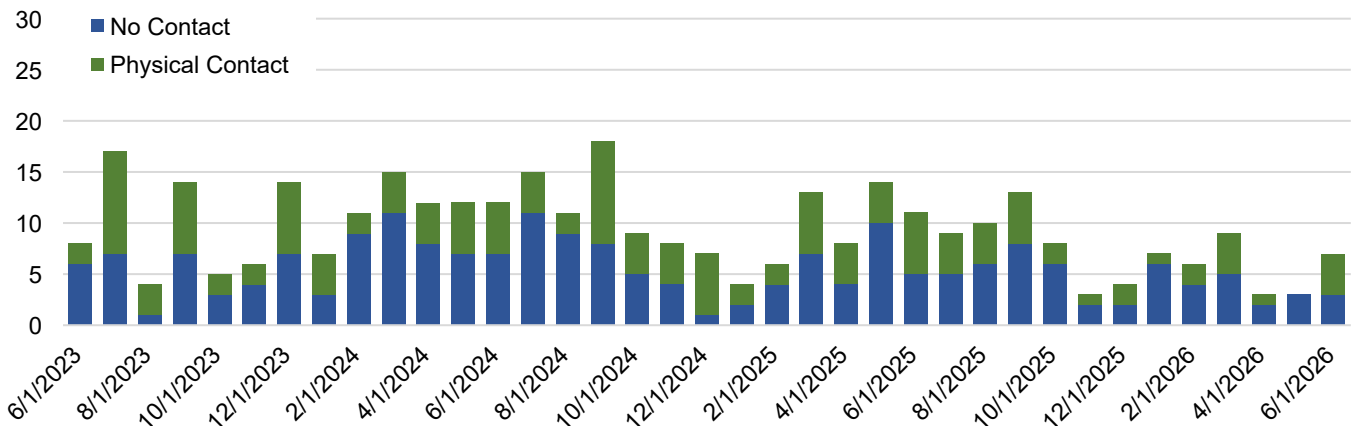
Workplace Violence Against Employees – Penal Law¹

The number of reported Workplace Violence Cases against 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

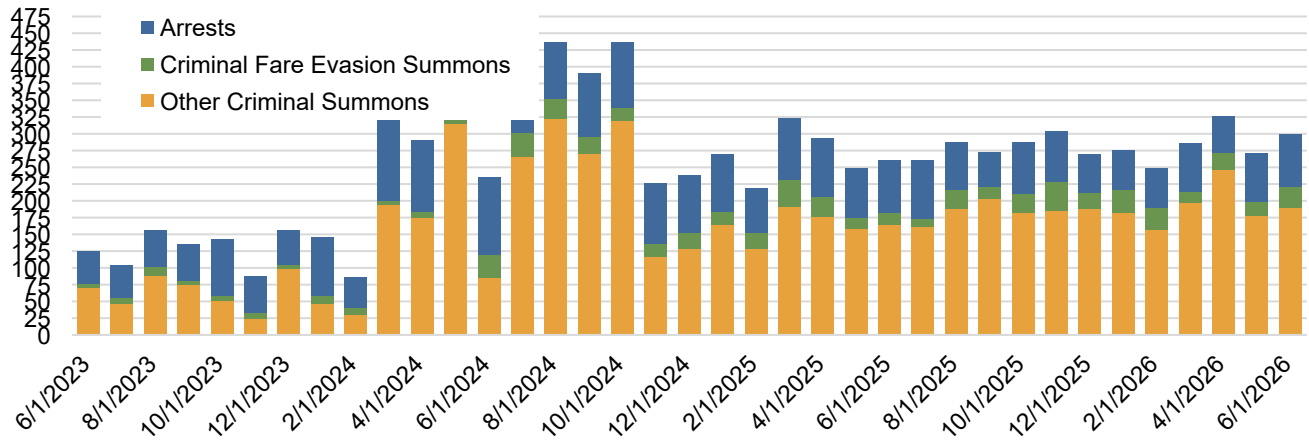
The number of reported Workplace Violence Cases against MNR employees and other MTA employees on MNR property, recorded by MNR Security, per NYS DOL Law (Categorized by Physical Contact and Non-Contact Incidents)



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 under harassment. Updated data will be reflected at a 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 2026 YTD, Major Crimes are down vs. 2025. Crimes per Million Rides is slightly up v. 2025 but has declined steadily since the start of the year. We have continued to maintain a consistent decrease in crime metrics, both on a count and per rider basis.

As the primary policing agency in the NYCT subway system, the NYPD continues to enforce laws, rules, and regulations within the transit system. Their summons and arrest activity remains strong compared to pre-covid levels, and we are encouraged by their commitment to ensure order and safety are maintained within the transit system. The MTA also continues to offer our support and partner with the NYPD to deploy internal resources like the MTAPD Transit Ops, Scout Teams (Daytime and Overnight), Eagle Teams, Guard Teams, and SERT Teams within the transit environment. We meet frequently and work collaboratively to address crime and quality-of-life conditions that are identified within the transit system.

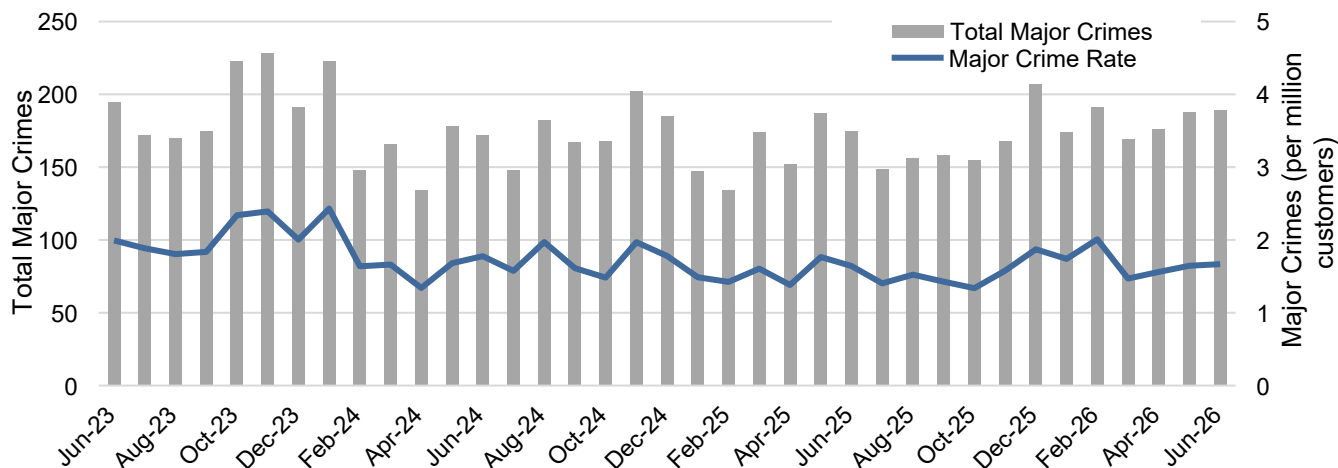
Total workplace violence cases against NYCT employees in 2025 decreased by about half a percentage point compared to 2024 and remain at the lowest level in the past five years. NYS Penal Law assaults in 2025 increased by 16% (18 incidents) compared to 2024; however, they remain below 2022 and 2023 levels and account for only 7% of total cases. MTA/NYCT is addressing the prevention of worker assaults through 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.

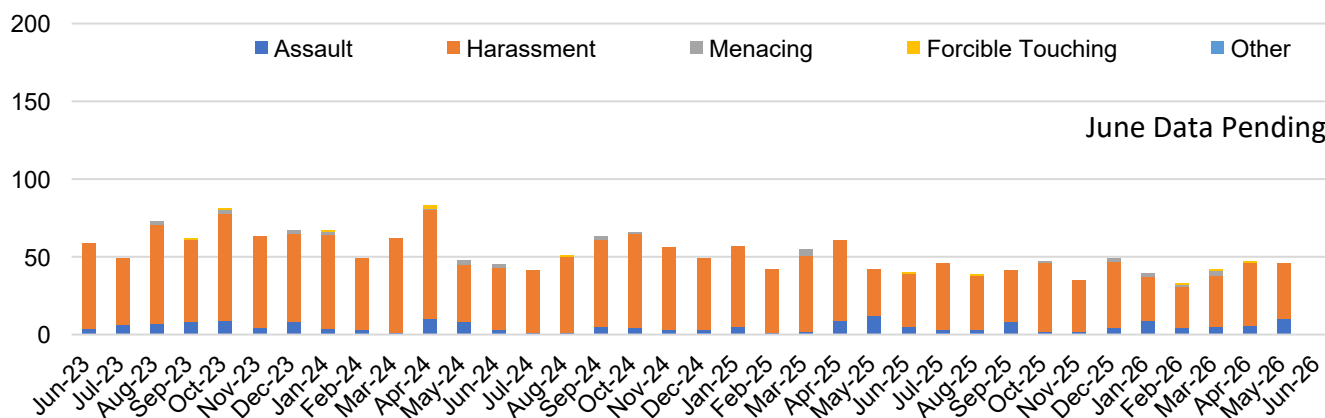
Major Crimes Against Subway Customers

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



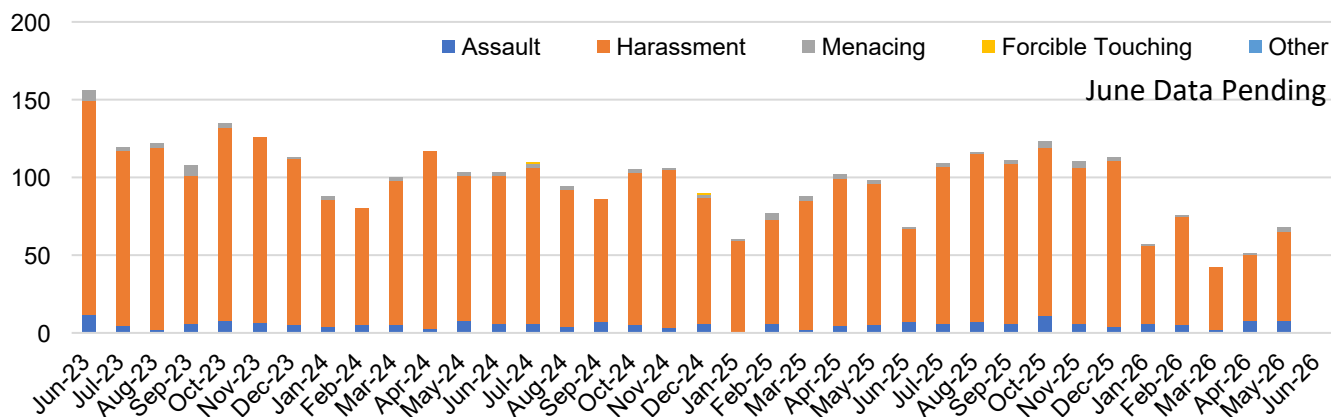
Workplace Violence Against Subways/SIRTOA Employees – Penal Law

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).



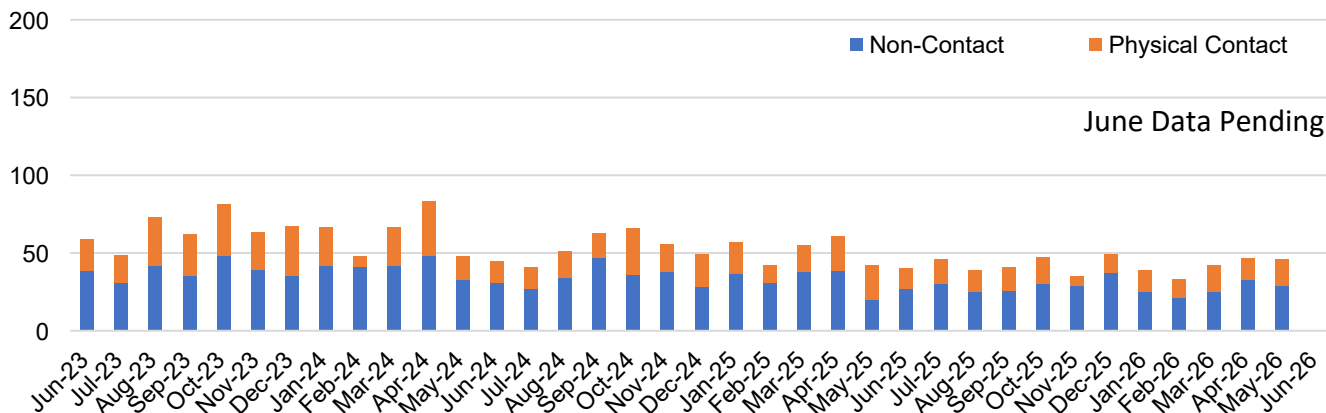
Workplace Violence Against Bus Employees – Penal Law

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).



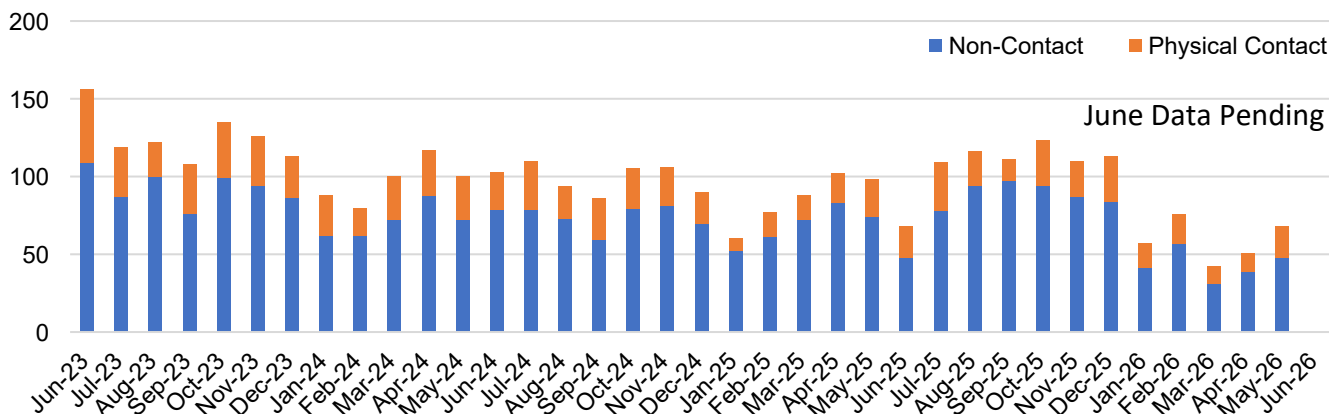
Workplace Violence Against Subways/SIRTOA Employees – Labor Law

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



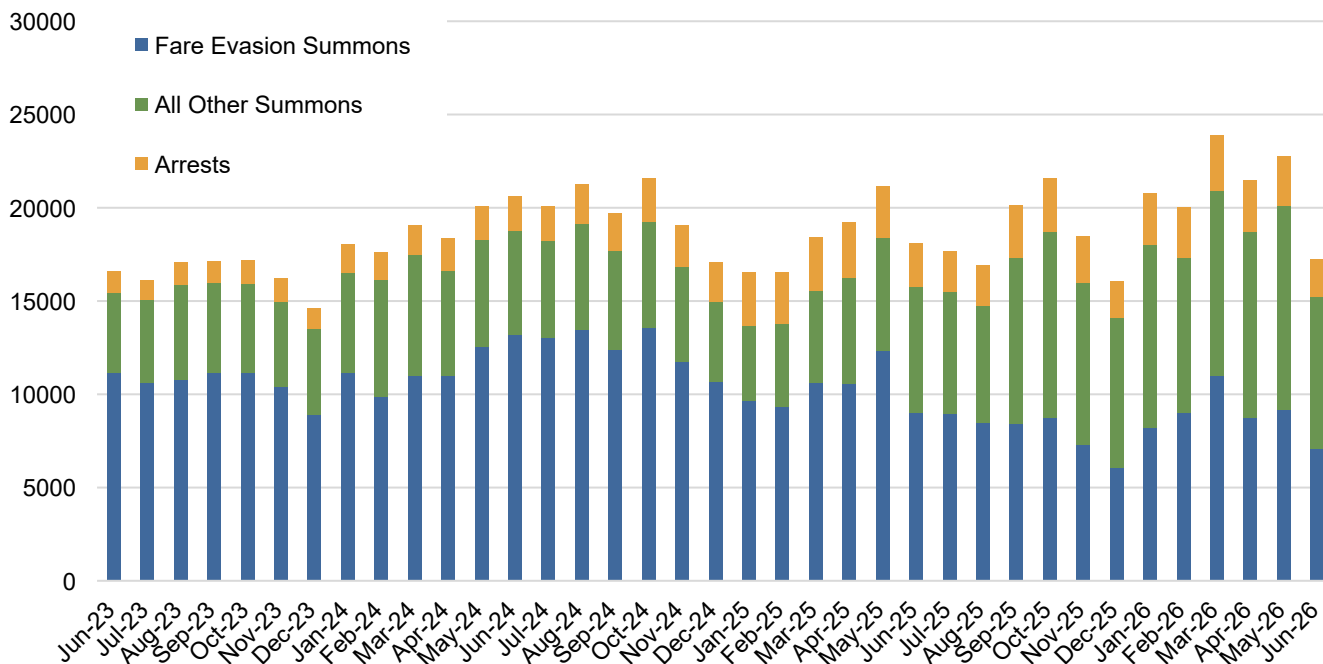
Workplace Violence Against Bus Employees – Labor Law

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)



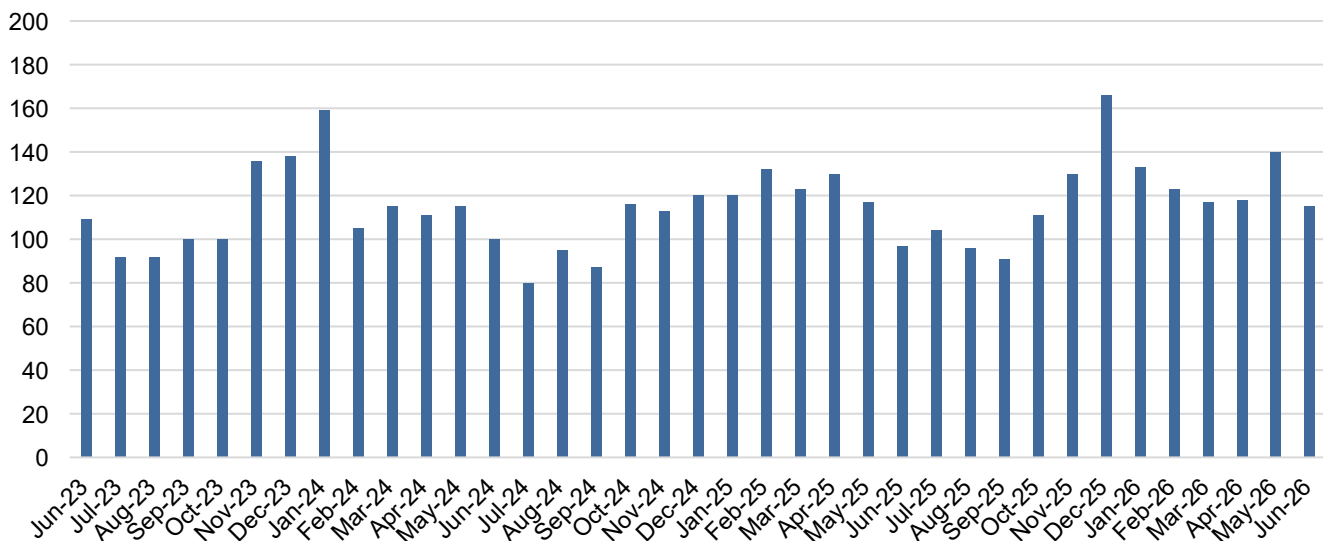
NYPD Summonses and Arrests

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 Summary

Data Review

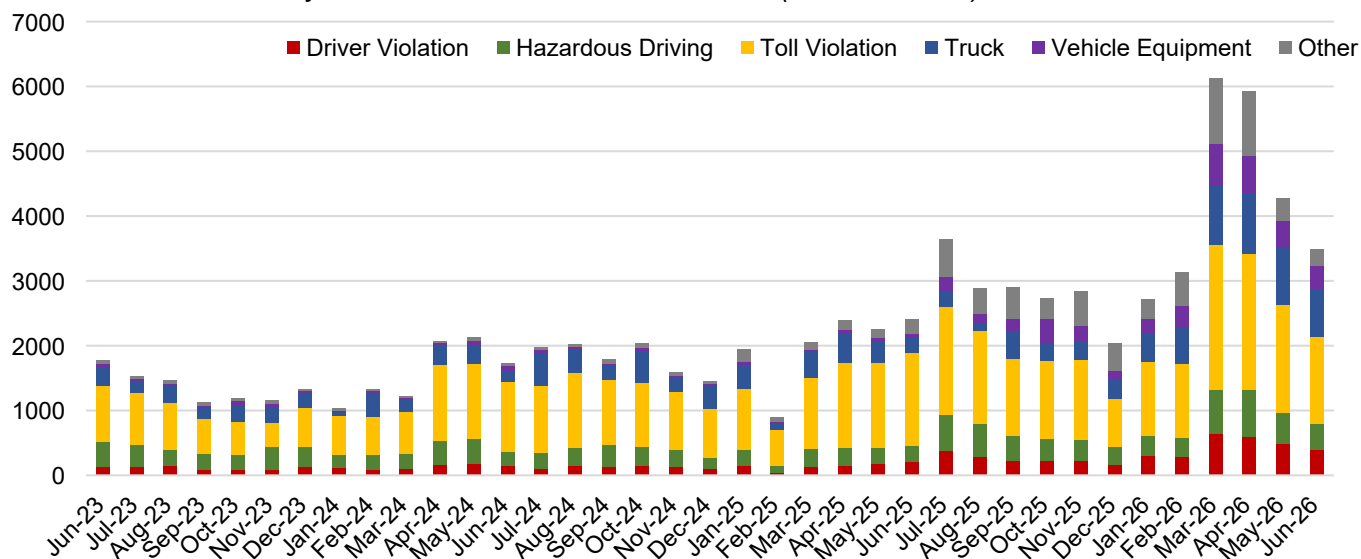
In June 2026, MTA Bridges and Tunnels focused enforcement efforts to address toll evasion across the system. These operations resulted in the interdiction of 144 persistent toll violators and the issuance of 3,494 summonses. This represents a 44.9% increase from June 2025, when 2,411 summonses were issued, demonstrating the agency's ongoing commitment to accountability, compliance, and the protection of critical transportation infrastructure. Enforcement efforts resulted in the issuance of 751 truck-related summonses, a 229.4% increase from the 228 summonses issued in June 2025.

Moving Forward

Enforcement operations expanded across multiple facilities, with an emphasis on visible, consistent enforcement and the strategic deployment of resources. Enforcement efforts will continue to focus on commercial vehicle and truck compliance, resulting in enhanced inspections and targeted activity at key facilities throughout the system.

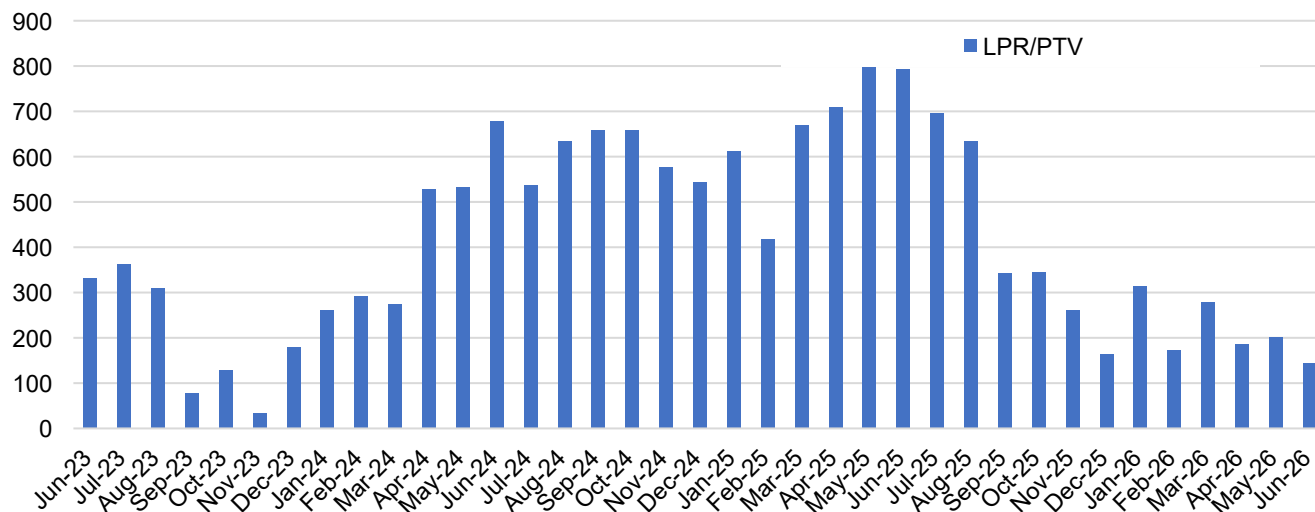
Bridges and Tunnels Summonses

All summonses issued by B&T Officers and MTAPD Officers (since 03/2025).



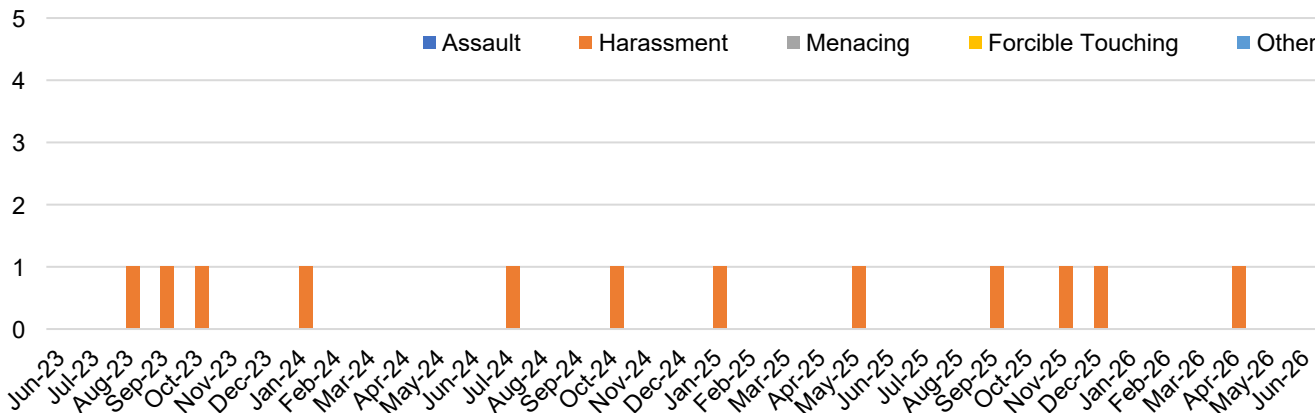
Bridges and Tunnels Toll Evasion Interdictions

The number of vehicles interdicted on MTA Bridges and Tunnels by B&T Officers and MTAPD Officers (since 03/2025).



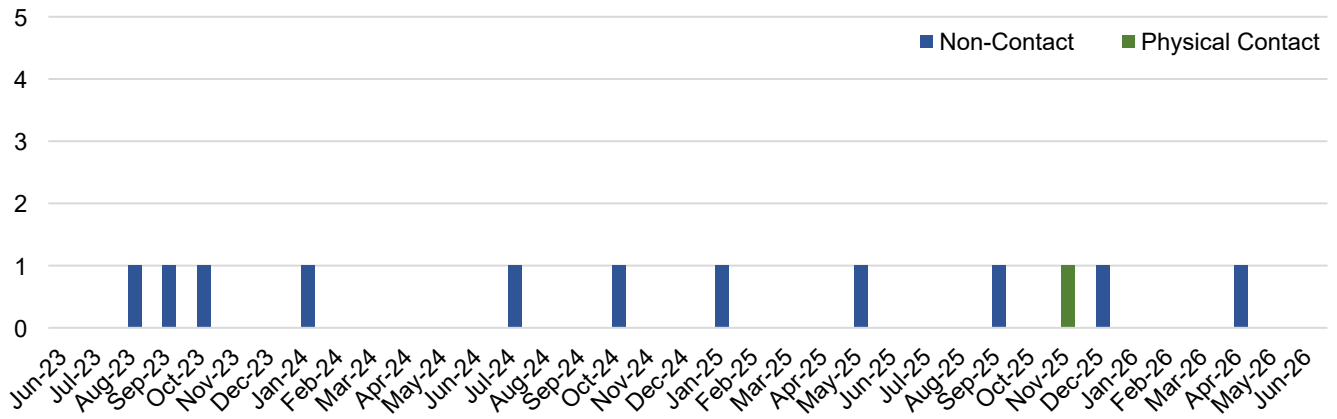
Workplace Violence Against Employees – Penal Law

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 BTOs, per NYS DOL Law (Categorized by Physical Contact and Non-Contact Incidents)





MTA Police Department

Second Quarter 2026 Summary

The Metropolitan Transportation Authority Police Department (MTA PD), a force of over 1,300 sworn officers serving the LIRR, MNR, SIR, MTA bridges, and key Transit hubs continued to advance its mission of safeguarding riders, employees, and critical infrastructure. This was achieved through visible patrols, data-driven deployment, and strategic collaboration with regional partners.

Key Highlights

- **Crime:** Major (index) crime increased by more than 15% for the quarter, with decreases in Burglary, Robbery, and Grand Larceny Auto and increases in Felony Assaults year over year.
- **Arrests and Summonses:** Arrests declined 5% year over year in the second quarter. This decrease was partially offset by the issuance of over 1,000 criminal and fare evasion summonses, reflecting a 9% increase and continued emphasis on quality-of-life enforcement.
- **Fare Evasion Response:** MTA PD responded to hundreds of fare evasion calls in the 2nd quarter of 2026 and continued coordinated enforcement efforts with LIRR and MNR teams. Additionally, a large number of fare evasion summonses were issued within NYC Transit.
- **Operational Support:** Supported MTA Bridges and Tunnels operations during major events including the 2026 TD 5 Boro Bike Tour which attracted over 30,000 participants.
- **Infrastructure Coverage:** Enforcement expanded on the Verrazzano and Robert F. Kennedy bridge in March with over three thousand summonses issued during the 2nd quarter.
- **Community Engagement:** The SCOUT Co-Response Initiative continued to assist individuals in crisis by connecting them with shelter and mental health services. In the second quarter, the program made hundreds of contacts, resulting in multiple referrals to care facilities by embedded clinicians.

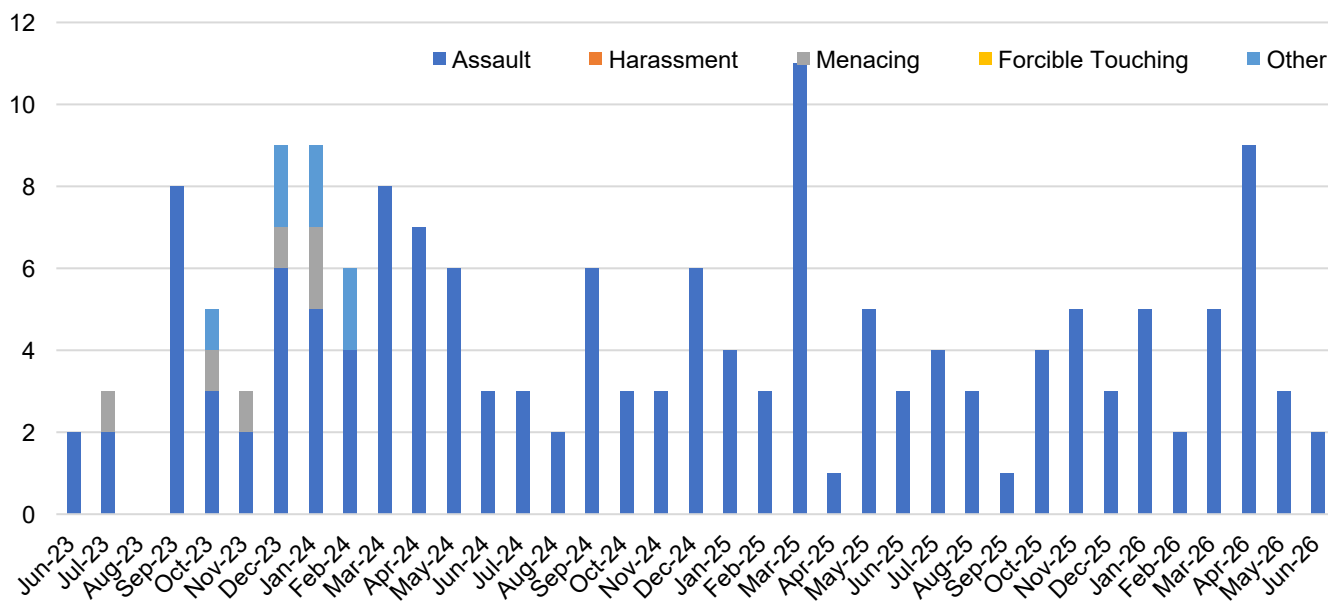
Summary

The second quarter of 2026 marked ongoing progress in reducing crime, enhancing enforcement, and strengthening operational readiness. Through focused deployment, expanded infrastructure coverage, and strong regional partnerships, the MTA PD remains committed to ensuring the safety and confidence of all who use the region's transportation systems.



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, Menacing, and Other).





C&D Safety Oversight

Agency Update

July 27, 2026



AGENDA



Safety Oversight



Our Safety Culture



Lagging Indicators



Project Size and Trend Overview



Leading Indicators



Data Driven Strategy



Contractor Safety Performance & Accountability



Next Steps

SAFETY OVERSIGHT

Core Safety Foundation

- Centralized all safety functions
- Built core divisions
- Established key safety policies
- Safety Management System
- Updated Division 1 Contract
- OHS Management System

Innovation

- Announced & Unannounced Inspections
- Corrective actions
- Standardized inspections
- Guidance for Contractors
- Strengthened compliance
- Inspection KPI's

ISO 45001 Certification

- Certified October 2025
- Surveillance Audit completed June 2026
- No findings noted
- Praised for a Mature Program



OUR SAFETY CULTURE

We are committed to a proactive, data-driven, and collaborative safety culture that protects our people, strengthens our projects, and drives continuous improvement.

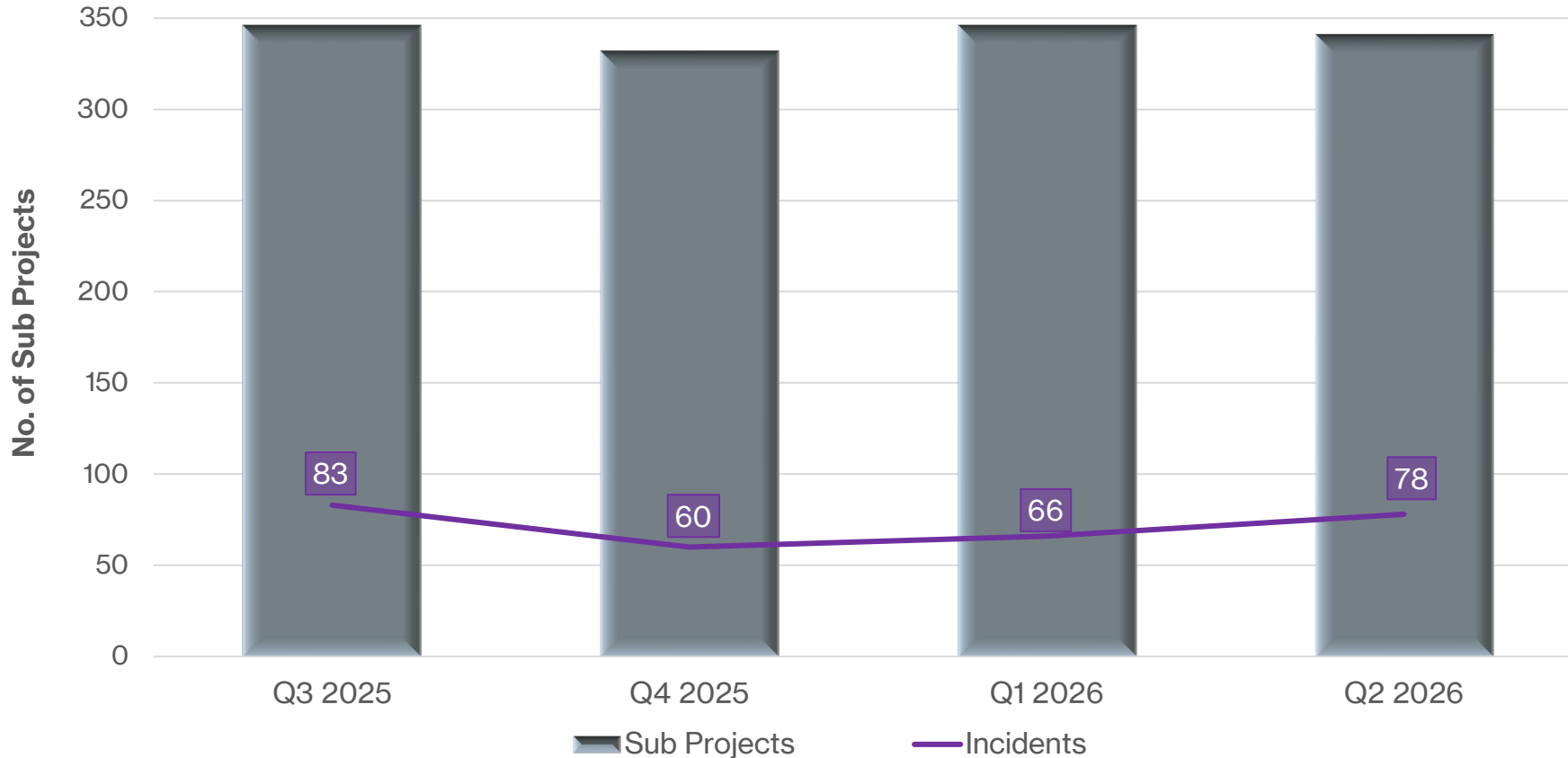


Through ISO 45001, our Safety Management System, and a commitment to learning,

Master Page #49 of 57 - Safety Committee Meeting 4/27/2026

LAGGING INDICATORS

Safety Performance: Incidents to Projects



Incidents included are lost time, recordable, and first aid for contractor worker incidents

Active Construction Volume

- +/- 350 Active Locations
- +/- \$28B

Construction Incidents

- Average trend - 72

Construction Serious Injury

- 0

MTA Employee Incidents

- 7

MTA Employee Serious Injury

- 0

Low incident rates across a large, complex project portfolio demonstrate strong system performance.

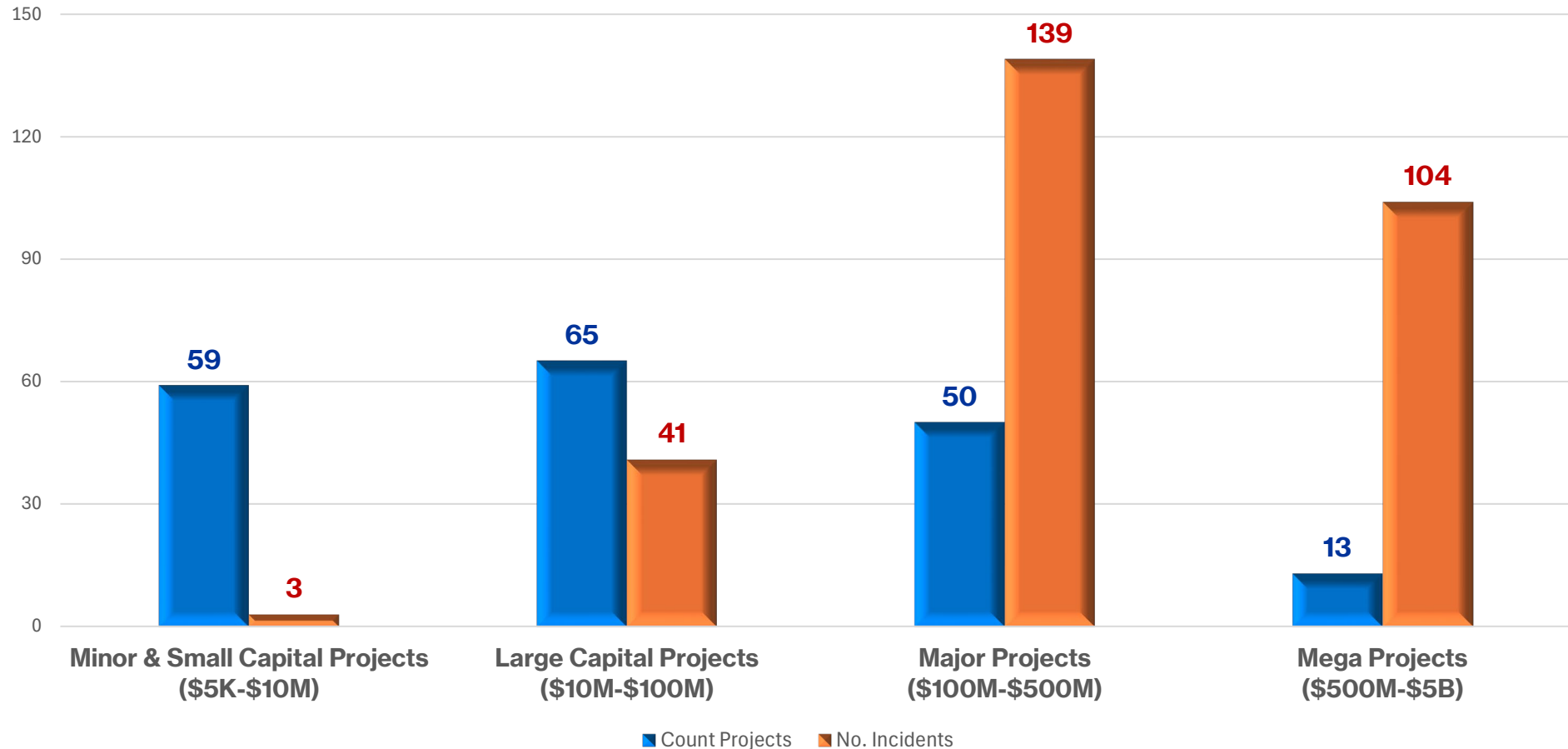
PROJECT SIZE AND TREND OVERVIEW

Projects by Budget & Contractor Incidents, Q3 (2025) - Q2 (2026)

Major & Mega Projects
account for the majority
of contractor incidents
(85%)

Lost Time – 30%
Recordable - 30%
First Aid - 40%

Incident volume in these
categories has
decreased by 3%
compared to the
previous reporting period



LEADING INDICATORS

Inspections Conducted

12,801 to 13,532 ↑

Q3 (2024) – Q2 (2025) vs Q3 (2025) - Q2 (2026)

Compliant Observations

186,821 to 229,854 ↑

Q3 (2024) – Q2 (2025) vs Q3 (2025) - Q2 (2026)

Non-Compliant Observations

9,982 to 8,820 ↓

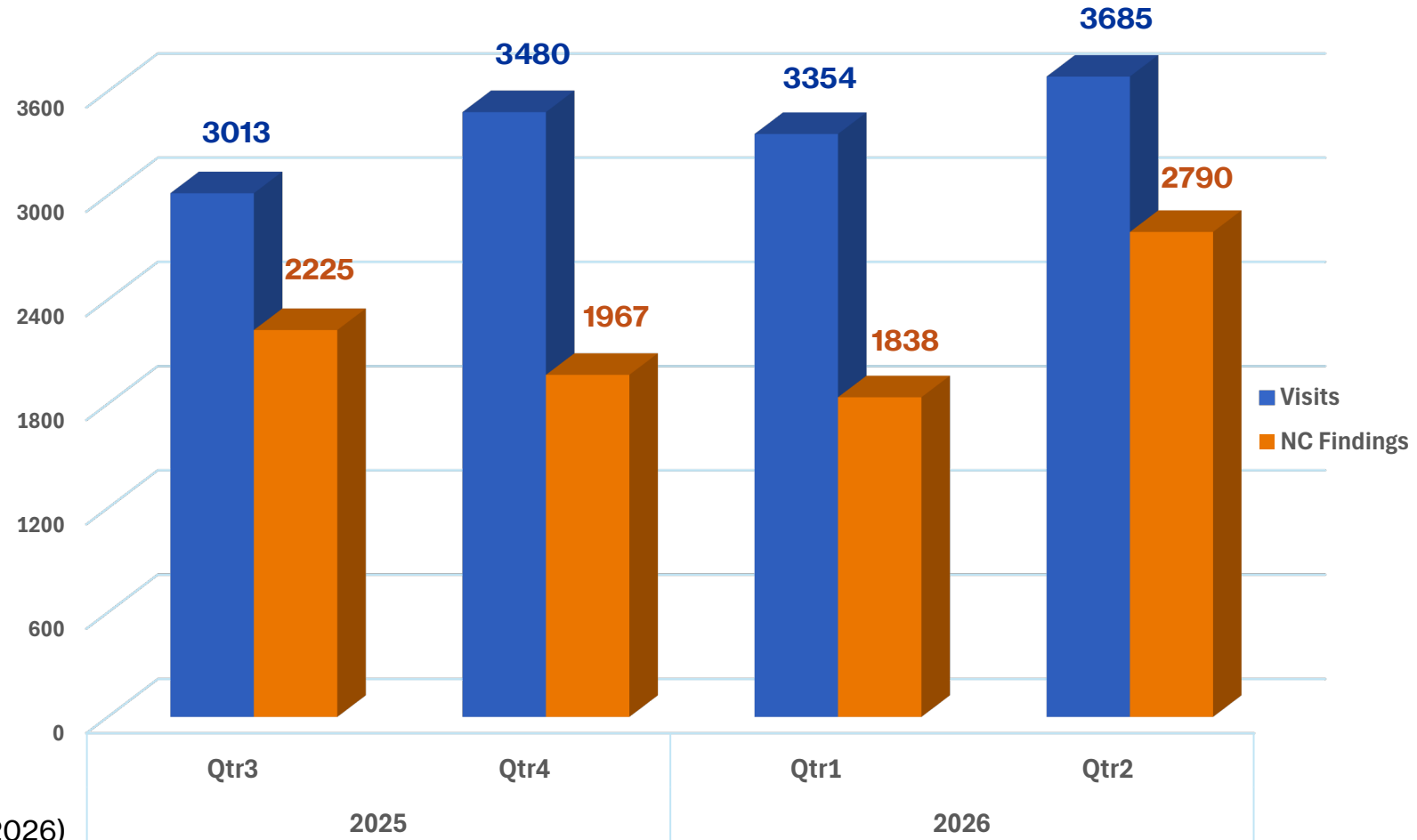
Q3 (2024) – Q2 (2025) vs Q3 (2025) - Q2 (2026)

NC/V Performance

0.65 Average (Goal: < 1.0) ↓

0.77, Q3 (2024) – Q2 (2025) to 0.65, Q3 (2025) - Q2 (2026)

Agency Visits & Observations

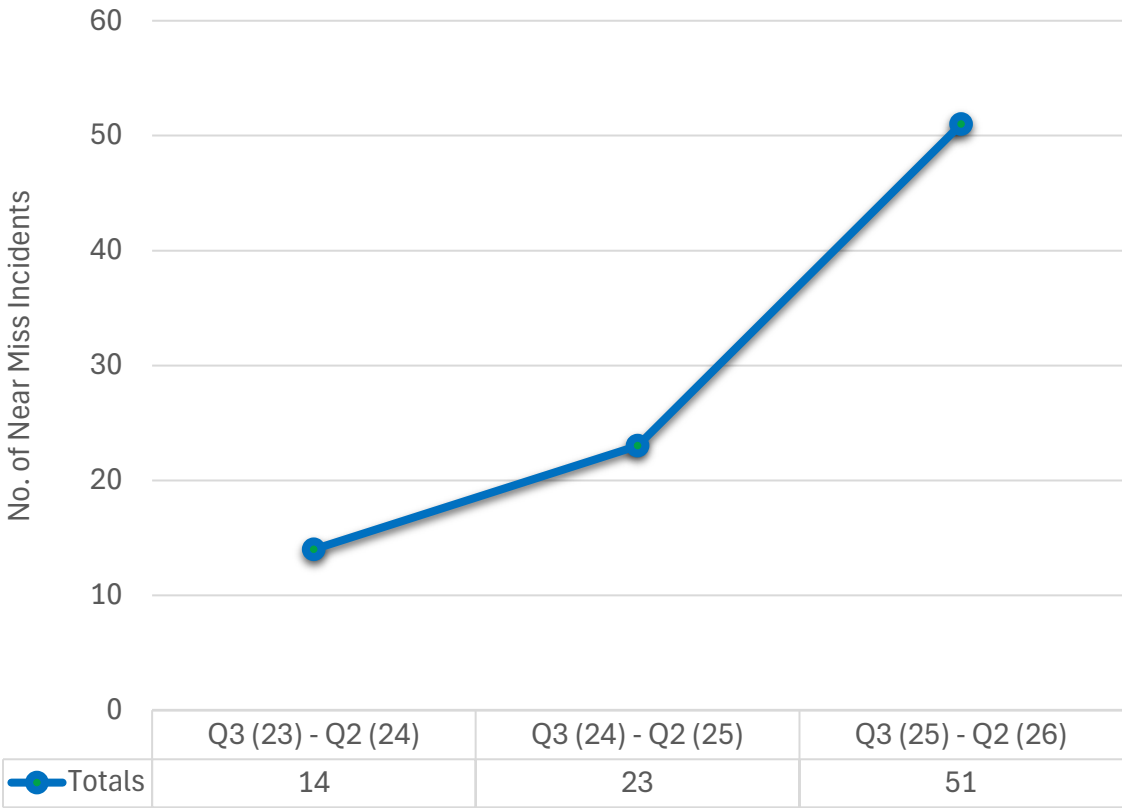


Includes MTACD, OCIP, and 3rd Party Inspections

LEADING INDICATORS

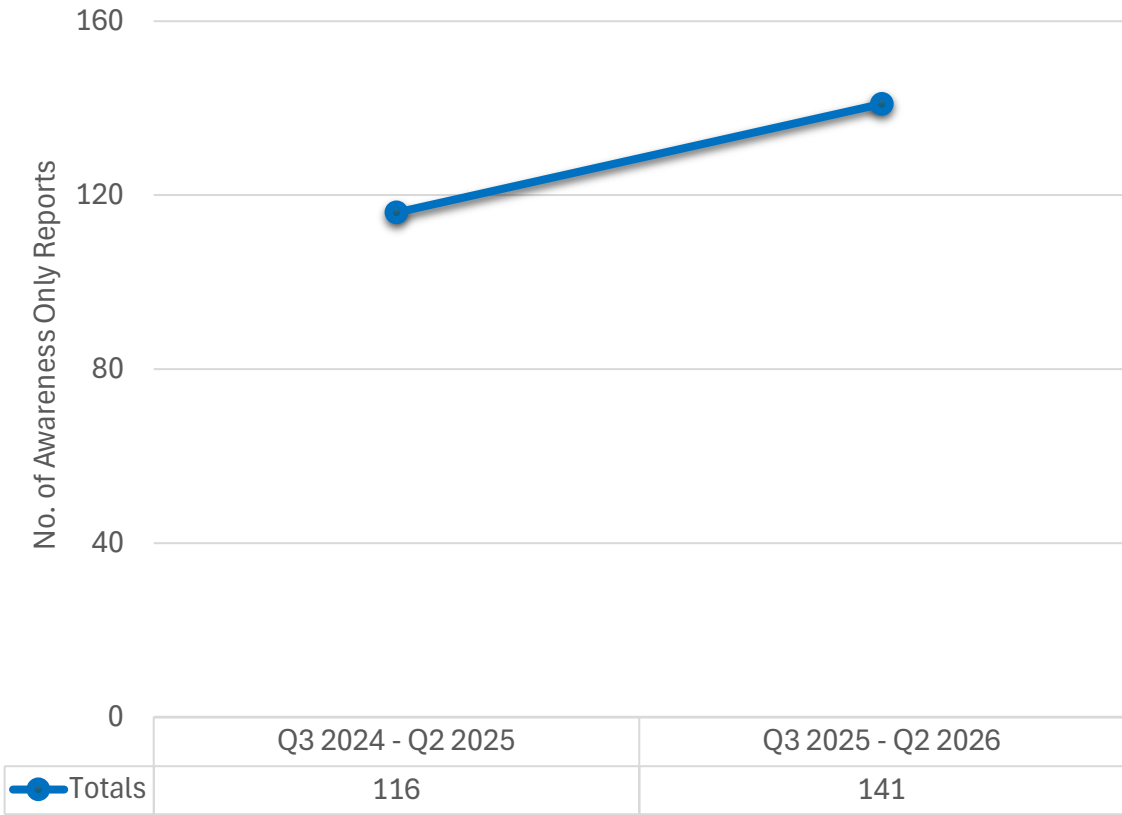
Near Miss Reporting Trend

256% Increase in Reporting in 2 Years



Awareness Reporting Trend

22% Increase in Reporting Since Last Year



DATA DRIVEN STRATEGY

THE TRENDS

- ↓ **36%** Lost Time Incidents decreased from 22 in Q3 (2025) to 14 in Q2 (2026)
- ↓ **78** Incidents decreased from 83 in Q3 (2025) to 78 in Q2 (2026) (-6%)
- ↑ **25%** Non-Compliance findings increased by 25% from 2,225 in Q3 (2025) to 2,790 in Q2 (2026)
- ↑ **9.4 days** Avg. corrective action closure, up from 7.8 days in Q3 (2025)

THE STRATEGY

Focus on Top Injury Drivers

Targeted toolbox talks, task-specific training, and field engagement on the hazards behind lost time.

Contractor Accountability

Conduct quarterly executive reviews with contractors and PMCs to assess trends.

Increase in Targeted Inspection

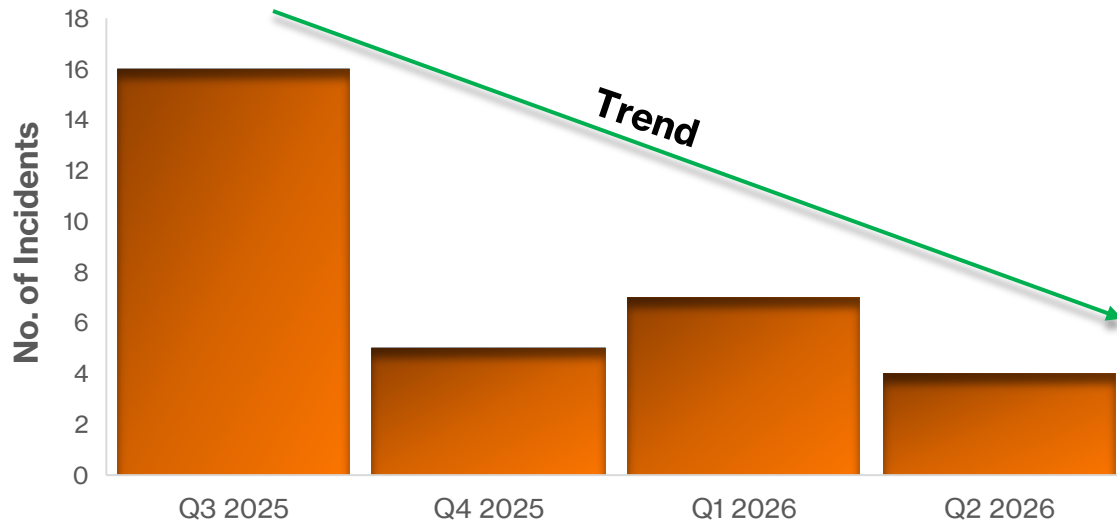
Increasing inspection frequency on projects to address findings.

Corrective Action Acceleration

Digital tracking with escalation triggers to lower the closure time. Targeted training and outreach to stakeholders.

CONTRACTOR SAFETY PERFORMANCE & ACCOUNTABILITY

Contractor : Incidents



Incidents included are lost time, recordable and first aid contractor worker incidents

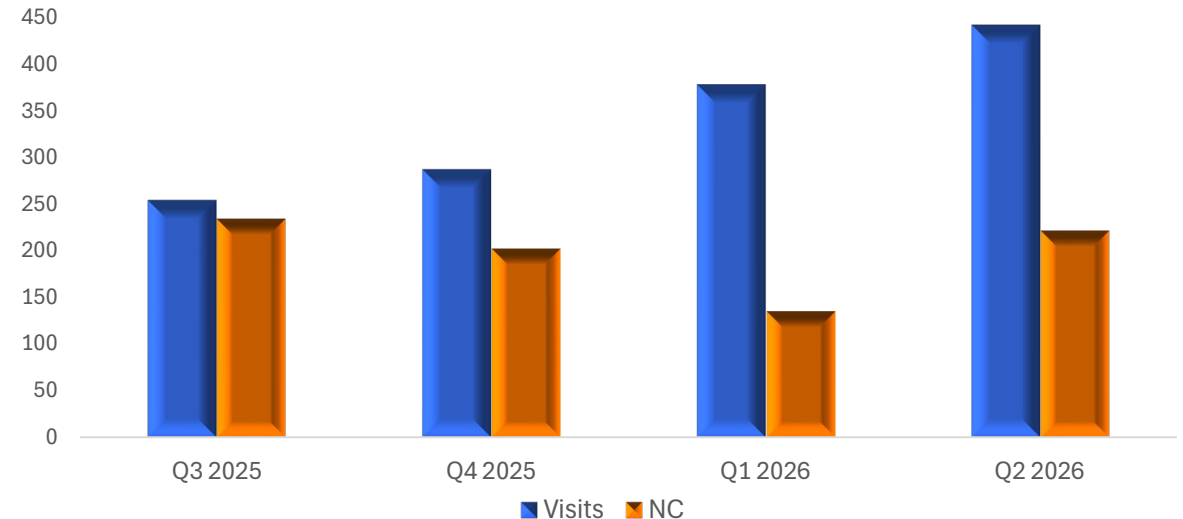
Contractor Engagement

- Identified in our Trend Analysis
- Directed to submit safety action plan

Outcome

- Corrective Action Plan
- Ongoing Monitoring
- Reduction in incidents

Contractor 1: Observation Performance



Includes MTACD, OCIP, and 3rd Party Inspections

NEXT STEPS

1

Drive corrective actions through quarterly executive reviews

2

Identify key safety issues using inspection and injury data

3

Strengthen accountability through targeted leadership engagement

4

Provide strategic direction on risk, compliance, and emerging trends



QUESTIONS?

Security Grant Program at the MTA



July 2026



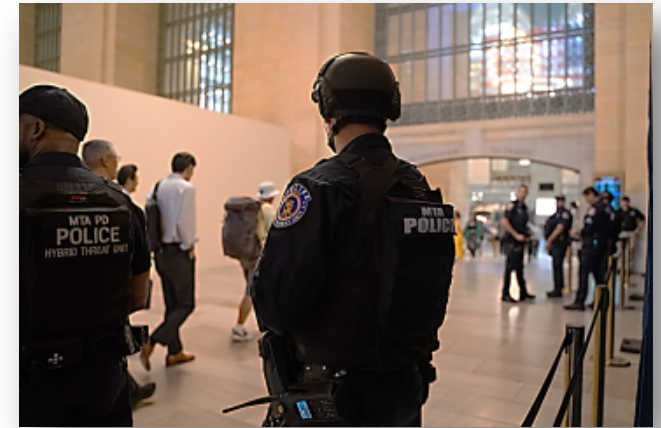
Security Grant Program – Funding Sources

- **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.
- **FIFA World Cup Grant Program**
 - MTA is a Sub-Recipient from NJOHSP.
 - To enhance security and preparedness for the 2026 FIFA World Cup events.
- **Counter-UAS Grant Program**
 - MTA is a Sub-Recipient from NYS DHSES.
 - Enhance capabilities in securing critical infrastructure & public events from drones.



Security Grant Program – FY25 Awarded Projects

- **2025 Transit Security Grant Program (\$33.9 million)**
 - HQ IT – Network Cybersecurity Tools
 - HQ IT – Cybersecurity Lab
 - HQ OOS – Rapidly Deployable Cellular Cameras
 - HQ OOS – WMD Chemical Weapon PROTECT System Expansion
 - HQ OOS – TSA Mandated Security Awareness Training
 - MTAPD – Targeted Counterterrorism Operational Patrols (CHASE)
 - MTAPD – Counterterrorism Operations & Response Vehicles
 - NYCT – Canal Street Station Complex ESS [Construction]
- **2026 FIFA World Cup Grant Program (\$1.3 million)**
 - MTAPD – Event Operational Overtime
- **2026 Counter-UAS Grant Program (\$2.6 million)**
 - B&T – Drone Detection Systems
 - MTAPD – Drone Detection Systems



Security Grant Program – FY26 Proposed Projects

- **2026 Transit Security Grant Program (\$31.7 million)**
 - HQ IT – OT Network Secure USB Scanning Tools
 - HQ IT – OT Network Monitoring & Threat Detection Expansion
 - HQ OOS – Tri-State Security Exercises Series
 - HQ OOS – Tactically Deployable Cellular Cameras
 - LIRR – Surveillance Program Enhancements
 - MTAPD – Targeted Counterterrorism Operational Patrols (CHASE)
 - MTAPD – Explosive Detection Canine (EDC) Program Sustainment
 - NYCT – Lay-Up Area Protection Design & Equipment Purchase



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** (\$150 million)

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**

2025

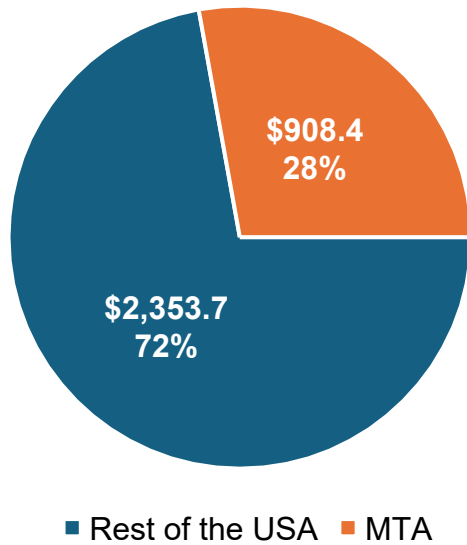
\$33.9 million

- **Transit Security Grant Program** (41% of the nation)
- **Formulaic award based on Ridership and Risk**



Security Grant Program – Past Utilization

TSGP Since 2003



Transit Security Grant Program (TSGP) – Historical Look Back

