Metropolitan Transportation Authority

Safety & Security Committee Meeting

November 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 Samuelsen
Lisa Sorin
Ed Valente

Safety Committee Meeting

Metropolitan Transportation Authority

2 Broadway, 20th Floor, Room1
New York, NY 10004

Monday, 11/16/2026
9:00 - 9:30 AM ET

1. Public Comments

2. Committee Administrative and Action Items

a. Approval of Minutes
July 2026 Safety Committee Meeting Minutes - Page 3

b. Safety/Security Committee Work Plan
Work Plan 2026 - Page 11

3. Safety/Security Metrics
November 2026 Safety & Security KPM - Page 13

4. Committee Presentation
Drug & Alcohol Testing Program Updates - Page 43
LIRR Safety Highlights - Page 57
MNR Safety Highlights - Page 69
NTSB Recommendations Update - Page 76

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

Monday, July 27, 2026
9:00 AM – 9:30 AM ET

The following Board Members were present:
Hon. Janno Lieber, Chair
Hon. Andrew Albert
Hon. Gerard Bringmann
Hon. Edward Valente
Hon. James O'Donnell
Hon. Janette Sadik-Khan

The following Board Members were absent:
Hon. Samuel Chu
Hon. Blanca P. Lopez, M.S.
Hon. Haeda Mihaltses
Hon. Christopher Leathers
Hon. Marc Herbst
Hon. Michael Fleischer
Hon. Daniel Garodnick
Hon. Randolph Glucksman
Hon. David R. Jones
Hon. David S. Mack
Hon. Melva M. Miller
Hon. John-Ross Rizzo
Hon. John Samuelsen
Hon. Lisa Sorin
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 Jr, MTA Construction & Development ("MTA C&D")
Anthony Mercogliano, MTA Headquarters ("MTA HQ")
Rob Free, MTA Long Island Railroad ("MTA LIRR")
Justin R. Vonashek, MTA Metro-North Railroad ("MTA MNR")

Chair Lieber – July Safety Committee Meeting Minutes

Chair Lieber chaired the July meeting and called the meeting to order. He asked whether there were any public speakers.

PUBLIC SPEAKERS' SESSION

The following public speakers provided comments:

- Christoper Greif
- Mr. X

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 July 27, 2026, Safety Committee meeting were approved.

Chief Lieber introduced the work plan and acknowledged Acting Chief Safety Officer Lisette Camilo for stepping into the temporary position. He then confirmed that there were no changes to the work plan.

SAFETY POLICY

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

Lisette Camilo began her report on page 10 of the committee book.

Camilo reported favorable trends across all agencies. She explained to the committee who would be presenting each section of the meeting.

LIRR's customer and employee safety metrics showed overall improvement through a 12-month reporting period (YTD). Customer injury rate dropped from 1.56 to 1.47 per 1 million customers. The employee lost time injury rate declined from 3.8 to 3.56 with very little upticks in the months.

Turning to Metro-North Railroad (MNR), Camilo highlighted improvements in customer injury rates over a 12-month period. The rate decreased from 1.6 to 1.43 per million customers. However, the employee lost-time injury rate increased from 1.73 to 1.98, reflecting an upward trend in recent months.

At NYCT, customer accident rates for train and bus operations remained relatively stable over a 12-month reporting period. The subway accident rate decreased from 2.51 to 2.46 per million customers, while the bus accident rate increased slightly from 2.44 to 2.45, with only minor fluctuations. Bus collisions also remained relatively stable over the 12-month reporting period, increasing from 58.52 to 59.22 per million miles.

Camilo emphasized the importance of collaboration between the Safety and Security departments and their partners and stakeholders.

Acting Chief Camilo then turned the presentation over to Ausberto Huertas Jr. for the C&D Safety Highlights.

C&D Safety Highlights

Ausberto Huertas Jr. began his presentation on page 40 of the committee book.

Huertas began with a brief overview of C&D's Safety Program. He outlined the numerous operations conducted by C&D Safety and explained the various components involved. The department verifies compliance with regulatory agencies, contract specifications, and MTA safety standards. It also works collaboratively with project teams, contractors, and external stakeholders.

Huertas explained that the department leverages data, announced and unannounced field observations, and trend analysis. It also holds meetings with project partners to identify potential risks before they escalate into dangerous situations. These efforts allow C&D operations to proceed as smoothly and safely as possible. He then began outlining the presentation.

Huertas moved to the Safety Oversight section.

He outlined the primary purpose of C&D Safety Oversight and emphasized the organization's relatively recent development. All safety-related functions are handled by a single safety oversight organization, supported by additional safety departments. The organization connects six different categories, which Huertas outlined for each project.

Huertas explained the three main components of each project: the Core Safety Foundation, Innovation, and ISO 45001 certification. The certification was achieved in October 2025 through a combination of the department's core foundations and innovations. In June 2026, the surveillance audit was completed with zero findings.

Huertas concluded the Safety Oversight section by emphasizing its positive impact on employees, customers, and the departments that work closely with the organization.

Huertas moved to the Safety Culture section.

He began by discussing the culture that the C&D department promotes across all ongoing projects. Safety is central to C&D's operations, guiding everyone, everywhere, and every day.

Huertas explained that safety culture is a shared responsibility. Every employee, contractor, consultant, and stakeholder has a role to play and is encouraged to speak up about any problems they identify.

He also explained that C&D uses advanced analytics to mitigate risks and continuously improve safety performance. The department continues to raise the bar for safety and security through its established framework and strives for full compliance with its standards.

Huertas moved to the Lagging Indicators section.

He explained that 187 project packages, encompassing 350 project locations, ranged from small capital projects to complex, multibillion-dollar megaprojects. Major and mega projects accounted for approximately 85% of worker incidents.

Although these projects involve higher-risk work, Huertas emphasized that the department had achieved a 3% improvement compared with a similar period in 2025, when larger projects accounted for 88% of incidents.

Of the 287 incidents reported, only one reached Tier 1, while the remaining 286 were classified as Tier 0. This demonstrated that, although incidents occurred, the vast majority were not classified as high-risk events.

Huertas concluded this section by reaffirming C&D's commitment to prioritizing resources across all projects, both large and small, to mitigate potential hazards at every worksite.

Huertas shifted the focus to leading indicators, which allow C&D to identify and address problems before they escalate.

Over the past year, the department conducted more than 13,500 inspections, a significant increase compared with 2025. These inspections generated more than 230,000 compliance observations, demonstrating strong alignment with safety standards.

However, the department also recorded approximately 8,800 noncompliance observations. On a positive note, the ratio of noncompliance observations improved, decreasing from 0.77 to 0.65 and keeping the department's goal of remaining below 1.0 within reach.

Huertas concluded this section by explaining that increased inspections allow C&D to improve its safety operations significantly. The department identifies issues early, collaborates with contractors, uses data to minimize emerging risks, and prevents minor issues from becoming major problems.

Huertas continued to the Leading Indicators section.

He highlighted the strength of the department's reporting structure, stating that a mature safety program benefits from increased reporting rather than less reporting.

C&D wants to maintain and strengthen this reporting structure because it promotes transparency, trust, and engagement with safety initiatives. Employees are encouraged and rewarded for speaking up, allowing the department's safety culture to flourish.

Huertas began the next section, Data-Driven Strategy.

He reiterated that data is used continuously to improve safety performance and identify areas requiring updates.

Lost-time incidents decreased by 36%, while the total number of reported incidents dropped from 83 to 78. Noncompliance increased by 25%; however, Huertas explained that this was a positive development because it indicated that inspections had become more thorough and detailed, demonstrating a stronger commitment to safety.

Finally, the department aims to reduce the average number of days required to close corrective actions, with a goal of bringing the figure below the previously outlined 9.4 days.

Huertas concluded by outlining the future direction of the department's strategy and the initiatives to come.

Huertas moved to the Contractor Safety Performance and Accountability section.

He began by discussing changes in contractor-related incidents. Huertas noted that incidents had decreased from 16 in the third quarter of 2025 (Q3 2025) to just four in the second quarter of 2026 (Q2 2026).

He praised the departments involved in achieving this reduction.

When increases occur in areas where they should not, Safety Oversight meets quarterly with business unit leadership to address the problems. The department ensures that identified issues are resolved and that lessons learned are used to prevent similar problems in the future.

Huertas also explained that, since Q3 2025, the increased number of inspections conducted each quarter has coincided with a reduction in noncompliance observations, contributing to safer worksites.

Next Steps

Huertas moved to the Next Steps section.

He reiterated the department's primary goal and reviewed a timeline outlining what to expect in the future.

Huertas concluded his presentation.

Chief Lieber opened the floor for questions.

Janette Sadik-Khan asked about specific data on page 23 and requested clarification regarding calendar-related issues. She suggested that Huertas move to a year-to-date reporting format. However, Huertas clarified that the discrepancy was an issue with the data rather than the finalized reporting format.

Chief Lieber then provided feedback on the presentation. He commended Huertas for his work but noted that the presentation covered too many topics at a high level. Lieber advised Huertas to focus on one megaproject and provide a more detailed explanation of the safety measures being implemented on that project.

Chief Lieber then raised an additional point that he wanted to clarify for the committee. Drawing on his experience as a former C&D employee, he expressed dissatisfaction with how Drug and Alcohol Compliance conducts its searches and reiterated his disapproval of the current process. He recommended that the Audit Department conduct separate searches and establish stricter targets. Lieber also recalled his time working at the World Trade Center and referenced the incidents that occurred there.

Chief Lieber emphasized that the MTA must exercise caution in many areas, particularly regarding construction accidents. He highlighted the significant amounts of money involved in MTA operations and explained that a single construction incident could result in substantial financial consequences.

Lieber recommended that Huertas begin tracking the financial impact of every recorded incident and consider disqualifying contractors with costly safety records from future work.

Andrew Albert then asked whether the framework Huertas presented applied to all MTA projects and what criteria determined whether a project fell under that framework.

Huertas responded that the framework was a comprehensive, agency-wide safety program applicable across the entire agency.

Chief Lieber reiterated the question, seeking clarification on how C&D's safety standards could be applied to other divisions. Huertas responded, but his explanation did not directly address the question.

Lieber then directed the question to Rob Free, President of the LIRR. Free explained that the LIRR operates under Federal Railroad Administration (FRA) guidance. However, his response also did not directly address the question.

Chief Lieber reiterated his question once more. Free provided an answer that partially addressed the issue, but the question remained unresolved. Lieber requested that additional work be done to clarify the matter and continued the question-and-answer session.

Gerard Bringmann then asked for clarification regarding a specific point about the time required to resolve problems.

Huertas explained that the timeframe was primarily administrative and related to external issues. He reiterated that the reporting system was relatively new, which made many reported resolution times appear longer than they actually were. He noted that most of the issues were not as significant as they might initially appear and that many problems were resolved immediately. The data presented primarily reflected administrative processing time.

Chief Lieber concluded the question-and-answer session.

Security Grant Program Update

Lisette Camilo introduced the Security Grant Program Update and turned the presentation over to Anthony Mercogliano.

Mercogliano explained that the grants being discussed focused primarily on counterterrorism. The department's priorities include the prevention, detection, and response to potential terrorist attacks.

He outlined the Transportation Security Grant Program (TSGP), Port Security Grant Program (PSGP), and Urban Areas Security Initiative (UASI) as ongoing grant programs for which the MTA is eligible. TSGP serves as the primary source of financial assistance.

He also identified funding associated with the FIFA World Cup as an additional source of support intended to strengthen security measures for the millions of people expected to visit the city.

Mercogliano reviewed the amount of grant funding the MTA had received.

In 2025, $33.9 million was disbursed to support various security initiatives.

He explained that the federal government had shifted from a competitive, risk-based funding model to a risk-based model that placed greater emphasis on individual agencies. Risk levels and ridership were also considered.

Under this approach, projects submitted by the MTA would no longer compete against one another for funding, allowing the agency to receive significantly more financial support. The formula remained in effect as of 2025.

Mercogliano also highlighted two grants, one for $1.3 million and another for $2.6 million, which were both disbursed to support MTA staffing and counterterrorism drone operations.

Mercogliano proceeded to review the 2026 funding figures.

To date, the MTA had been awarded $31.7 million in security grants through TSGP.

He reviewed the historical TSGP funding levels, noting that 2009 represented the highest funding year, at $119.4 million, while 2020 represented the lowest, at $21.2 million.

Mercogliano moved on to the historical utilization of grant funding.

He highlighted a security grant tracking graph showing the history of funding received over the past two decades.

When compared with the total grant funding disbursed across all 50 states, the MTA alone had received approximately $1 billion of the total $3.3 billion, demonstrating the significant level of federal security funding allocated to the agency.

Chief Lieber opened the floor for questions.

He began by stating that the MTA was finally receiving its fair share of federal grant funding.

He explained that following the September 11 attacks, the United States federal government determined that the MTA did not require as much funding as it had previously received, resulting in significant funding reductions.

However, following appeals by Governor Hochul, the MTA's share of funding increased from the low 30% range to 40%, with further increases anticipated in the coming years.

Chief Lieber expressed confusion about why the MTA was not included in more grants under the National Defense Budget, given that New York City has historically been a target of numerous attacks.

Janette Sadik-Khan asked the only question during this portion of the meeting. She requested clarification regarding the funding percentages and whether the allocations were entirely discretionary or formula-based.

Chief Lieber responded, but his answer was not clearly audible in the recording.

ADJUOURNMENT

Chief 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

Topic	Responsibility
Public Comments	Committee Chair & Members
Approval of Minutes	Committee Chair & Members
Committee Work Plan	Committee Chair & Members

II. SPECIFIC AGENDA ITEMS

	Responsibility
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.

Metropolitan Transportation Authority

MTA Safety Committee

Key Safety Metrics

November 16, 2026

Long Island Rail Road

Customer Safety Day – Jamaica Station

On October 8, the LIRR and MTA Police Department hosted Customer Safety and Crisis Prevention Awareness Day at Jamaica Station. The event provided an opportunity to engage directly with a large cross-section of customers, promoted crisis prevention and personal safety messaging. Through outreach activities and face-to-face interactions, LIRR staff and law enforcement personnel reinforced the importance of recognizing and reporting safety concerns while highlighting resources available to customers. This initiative demonstrates the LIRR's ongoing commitment to customer safety, community engagement, and crisis prevention awareness throughout the railroad network.





Office of Emergency Management - Mobile Command Unit

The Office of Emergency Management converted a 4x4 Sprinter van into a fully functional Mobile Command Unit to provide a deployable command-and-control platform for railroad emergencies and special operations. Equipped with HVAC, integrated radio communications, Starlink satellite connectivity, television display, dedicated workstation, and drone deployment capabilities, the MCU supports unified command, real-time situational awareness, and interagency coordination. The vehicle enhances field response capabilities by enabling incident management teams to establish an operational presence rapidly, communicate effectively, and access real-time intelligence anywhere across the LIRR system.

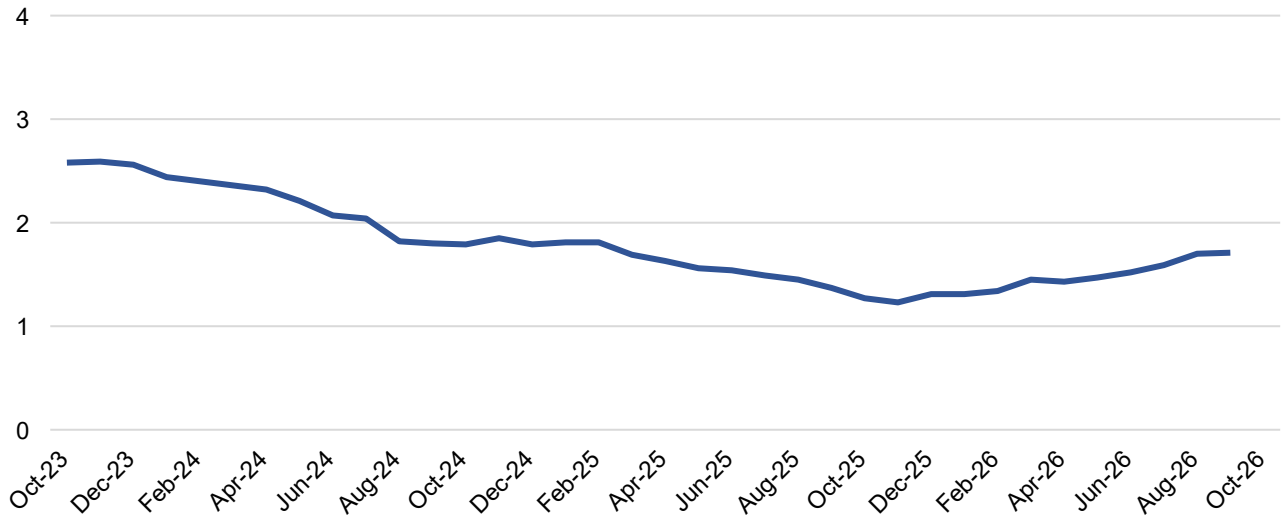




Performance Metrics

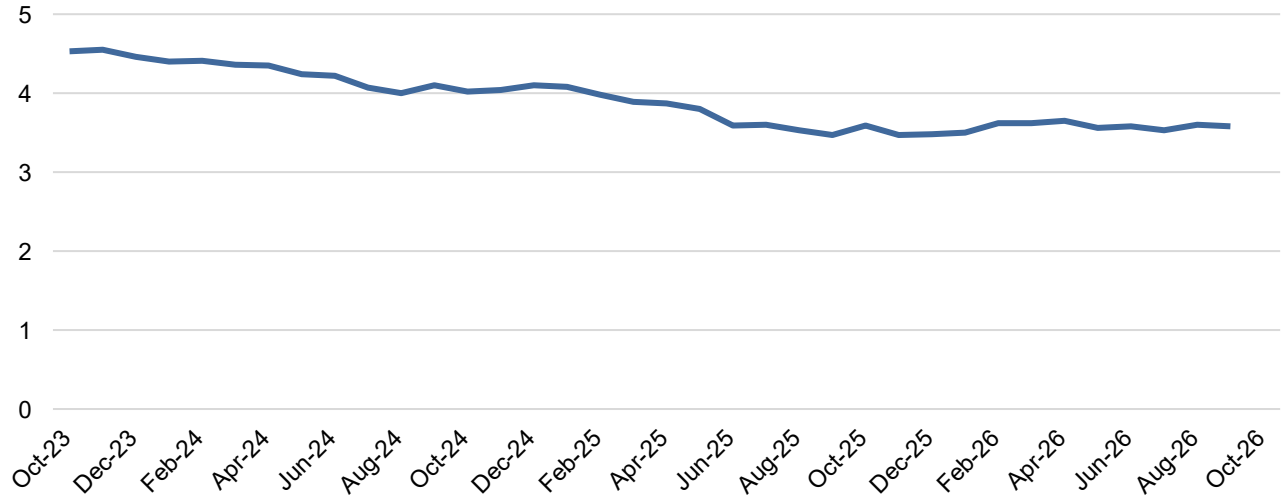
Customer Accident Rate

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	1

Prevention Metrics (Leading Indicators)

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

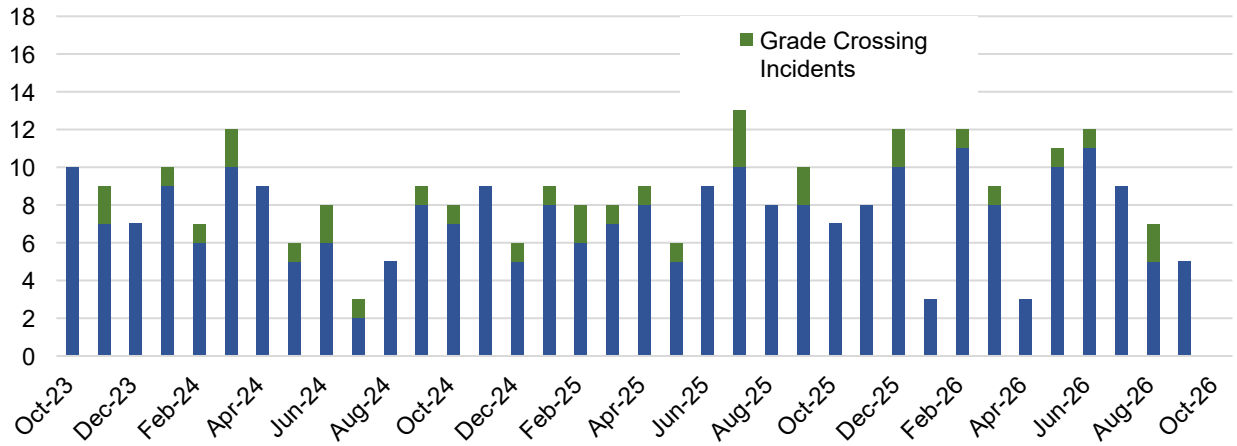
The number of first responders trained to assist in crisis events, unique LIRR employees who completed certain federally mandated qualification refresher courses, and customer and community members who attended in-person or virtual safety outreach events.

	2024	2025	2026 YTD	
			Target	Actual
First Responders	1,657	1,788	1,650	838
Employees	6,318	6,403	6,100	4,811
Customers and Community Members	99,712	99,101	97,196	70,180

Grade Crossing Safety Metrics

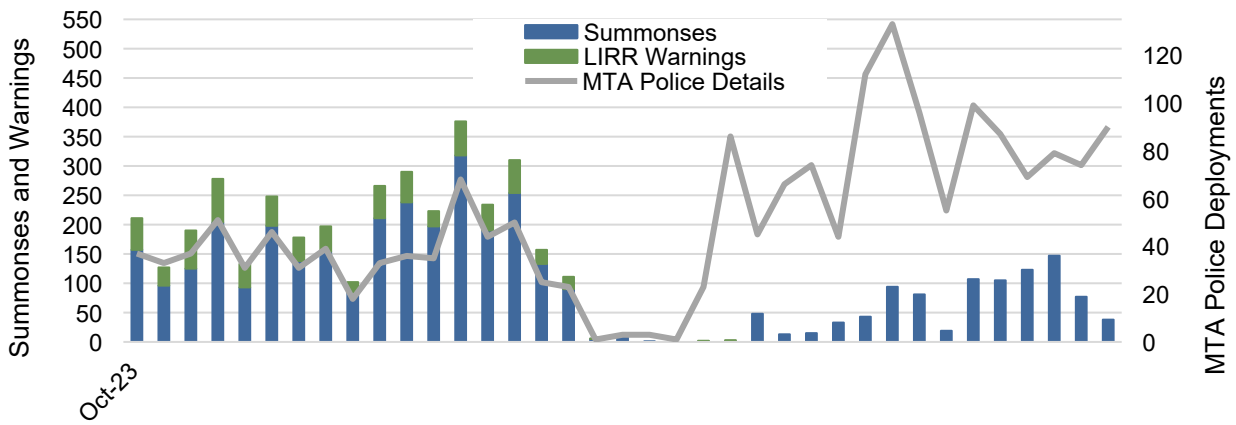
Grade Crossing Incidents and Broken Gates

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 continues to prioritize safety for both our customers and employees. Since the last Safety Committee meeting, we have advanced key safety initiatives designed to reinforce our safety culture, drive a collaborative approach to safety, and encourage safe behaviors.

Metro-North Railroad hosted its annual Confidential Close Call Reporting System (C³RS) Symposium at Grand Central Terminal, bringing together railroad leaders, labor representatives, and safety professionals from across the industry to share best practices and strengthen safety programs. The symposium provided a forum to discuss close-call reporting, organizational learning, and strategies to increase employee awareness and confidence in C³RS. Representatives from NASA, Metra, MBTA/Keolis, Norfolk Southern, Long Island Rail Road, Amtrak, APTA, the Short Line Safety Institute, and the Volpe Center shared lessons learned and approaches for enhancing C³RS programs across the industry.





Metro-North Railroad participated in Operation Lifesaver's See Tracks? THINK TRAIN Week September 21 -27, marking the railroad's 10th year of participation in the annual rail safety awareness campaign. Throughout the week, Office of System Safety staff, in partnership with MTA Police and Connecticut Operation Lifesaver, conducted outreach at 11 stations, six grade crossings, Stamford Station, and Grand Central Terminal, promoting safe behaviors around tracks and trains. A new feature of this year's campaign was the Employee Rail Safety Pledge, which encouraged employees to reaffirm their commitment to rail safety. More than 400 employees signed the pledge and participated in "Red Out for Rail Safety" Day, wearing red shirts to raise awareness and demonstrate their shared commitment to preventing track-related incidents and fatalities. Through these efforts, Metro-North continued to promote a strong culture of safety for employees, customers, and the communities it serves.

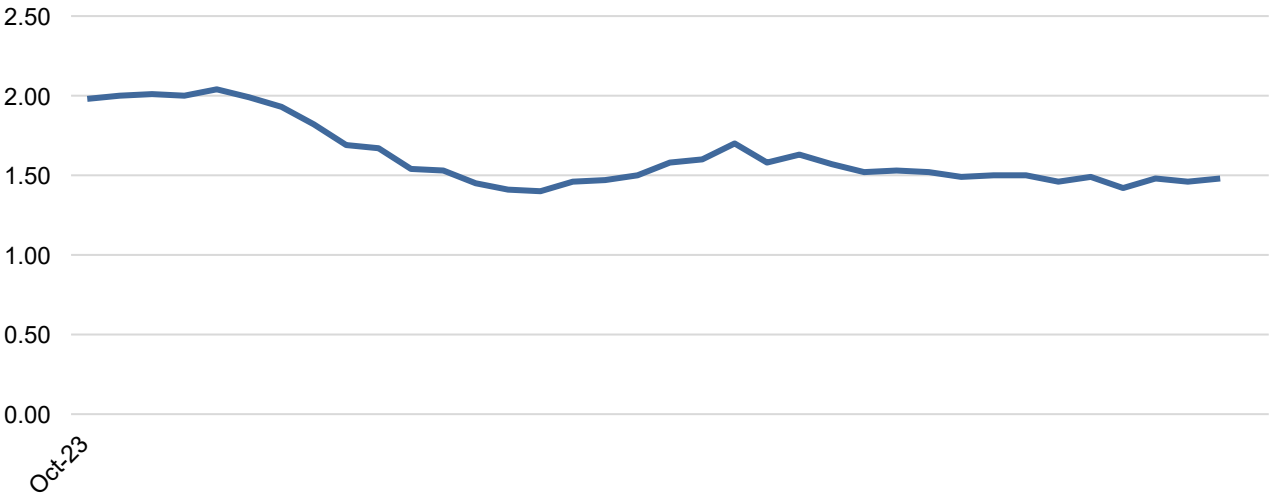




Performance Metrics

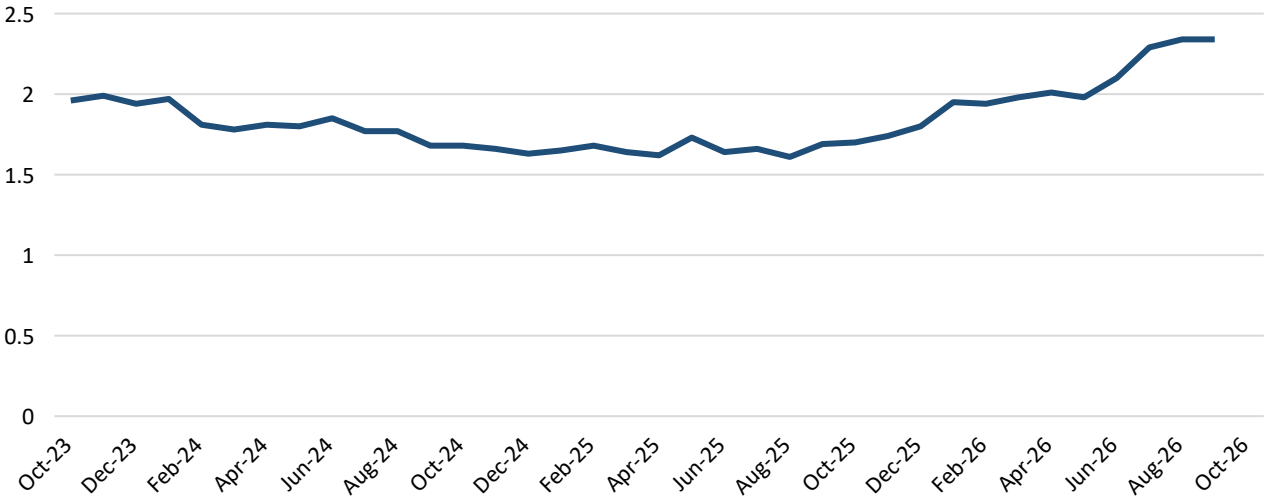
Customer Accident Rate

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

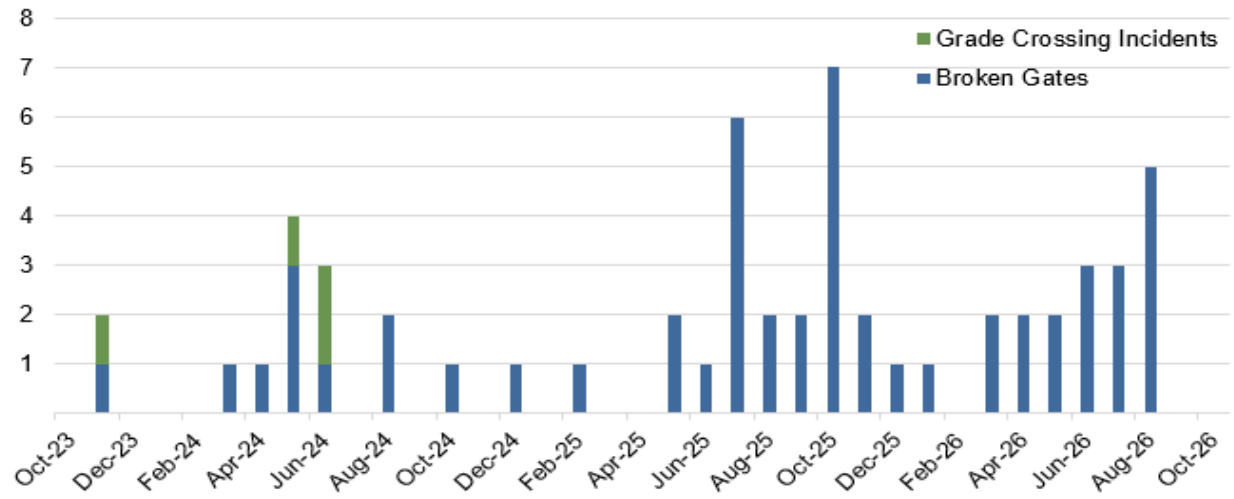
The number of first responders trained to assist in crisis events, unique Metro-North employees who completed certain federally mandated qualification refresher courses, and customer and community members who attended in-person or virtual safety outreach events.

	2024	2025	2026 YTD	
			Target	Actual
First Responders	1,920	1,445	1,200	1,006
Employees	3,136	3,340	2,750	2,720
Customers and Community Members	71,245	60,457	75,000	51,154

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

Bus Collision and Customer Accident Rates increased when comparing these 12-month periods.

Employee Lost Time Accident (LTAs) Rates decreased overall between periods as well.

- The combination of Overall NYCT with MTA Bus saw a -7.7% decrease in LTA Rates.
- MTA Bus alone saw a -9.4% decrease in LTA Rates. Additionally, MTA Bus saw a -40.2% decrease in LTA Rates on a monthly basis when comparing September 2026 to September 2025.
- Subways LTA Rate decreased between periods by -10.1%.

Also, Subway Fires increased (885 -> 1068, +20.7%) when comparing those same 12-month periods.



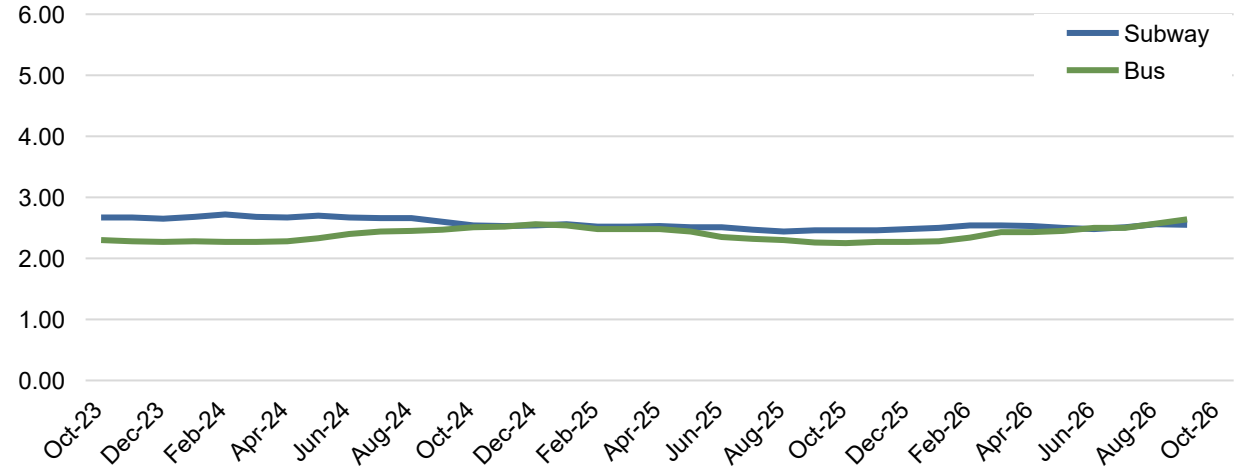




Performance Metrics

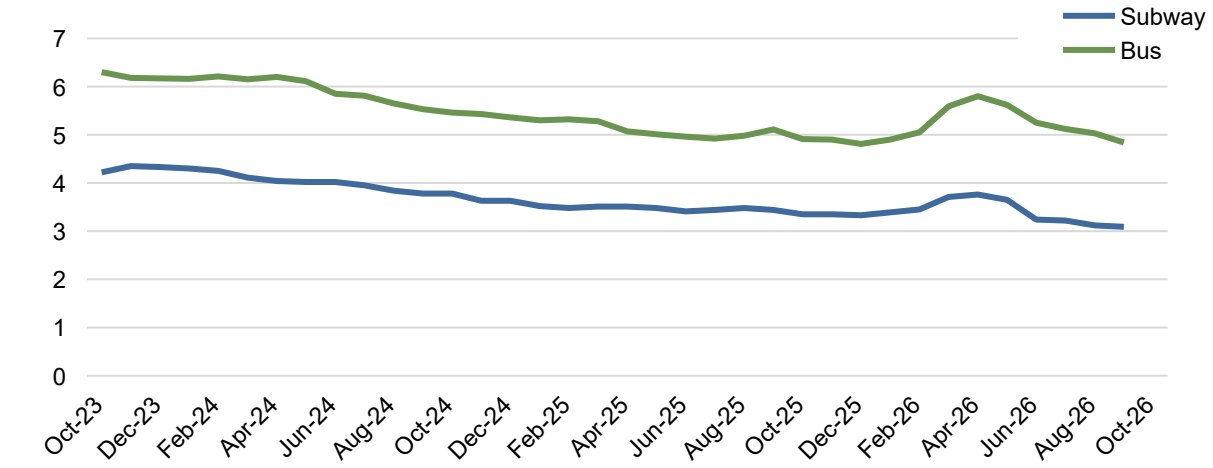
Subway and Bus Customer Accident Rate

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



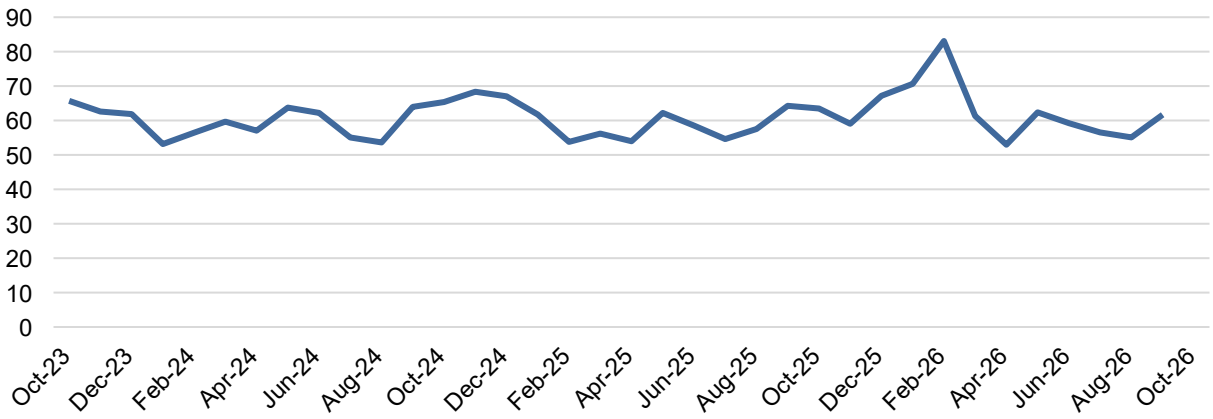
Subway and Bus Employee Lost Time Injury Rate*

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



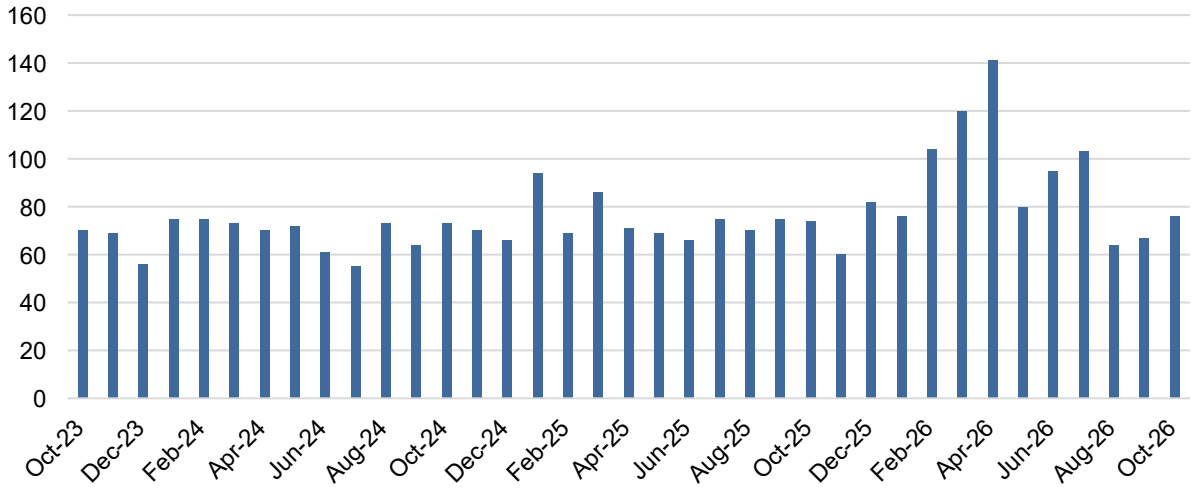
Bus Collision Rate

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	7
Yard Collisions	0	8	11	15
Mainline Derailments	3	1	1	2
Yard Derailments	3	6	8	6

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	690
Continuous Welded Rail Installed (Feet)	47,497	15,090	25,330
Friction Pads Installed	29,717	29,000	23,316
Audible Pedestrian Turn Warning Systems Installed	169	370	6
Vision Zero Employee Trainings Conducted	6,493	6,000	5,533

MTA Bridges and Tunnels

MTA Bridges and Tunnels continues to strengthen roadway and employee safety through a comprehensive approach that integrates engineering, education, enforcement, and proactive risk management. Working collaboratively with internal departments and partner agencies, these initiatives focus on reducing vehicle collisions, preventing workplace injuries, and enhancing overall operational safety across B&T facilities and operations.

Key priorities include expanding construction zone speed enforcement efforts, strengthening safety protocols for high-hazard activities, and delivering targeted employee training to reinforce safe work practices and address emerging operational risks. These efforts are supported by ongoing assessments of workplace conditions, identification of potential hazards, and implementation of appropriate corrective and preventive measures.

During the reporting period, Additional efforts focused on closing outstanding safety and fire/life safety inspection findings, improving the timely resolution of identified deficiencies, and strengthening accountability for corrective actions. Additional efforts focus on enhancing regulatory compliance, reinforcing established safety standards and operational procedures, and promoting consistency in safety practices across the organization.

Moving forward, B&T will continue to prioritize proactive hazard identification, effective risk mitigation, and continuous improvement in safety performance. Through sustained leadership engagement, cross-functional collaboration, and a commitment to employee and roadway safety, these initiatives will support continued reductions in incidents and injuries while fostering a strong, sustainable safety culture throughout the organization.

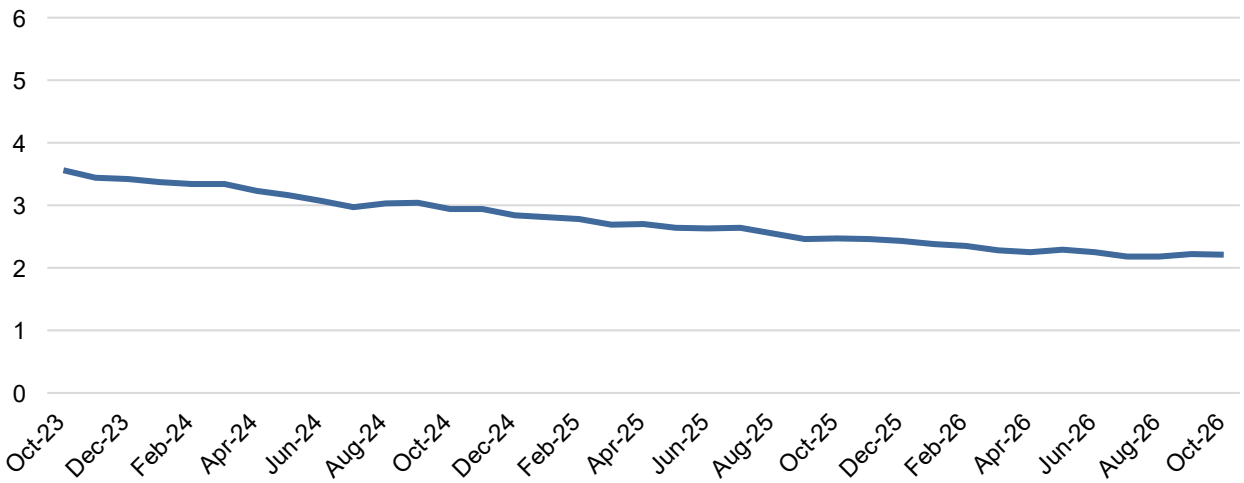




Performance Metrics

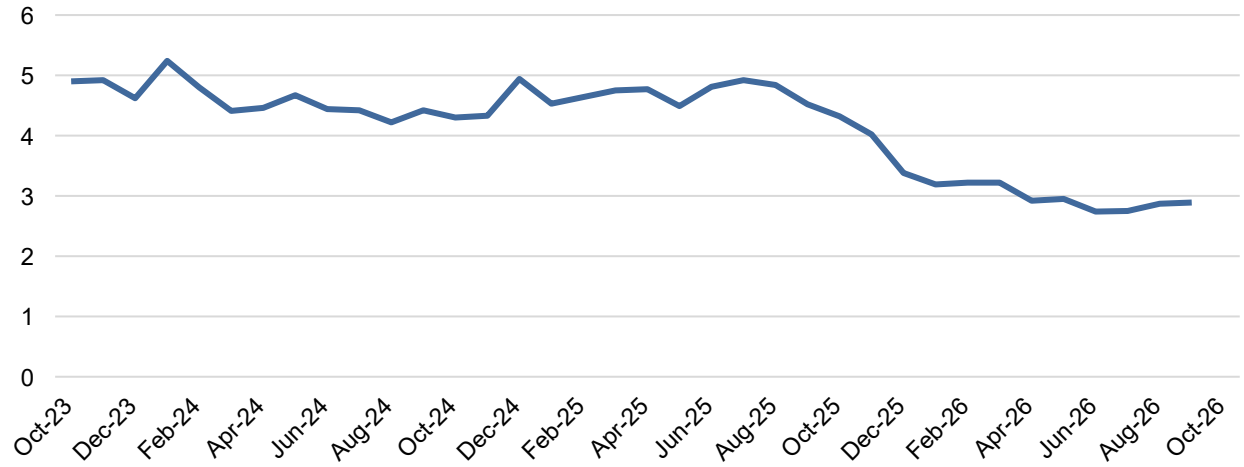
Customer Collision Rate

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	283
Safety Task Force Audits	14	14	13	13
Fire Code Audits	14	14	15	13
FDNY Liaison Visits	30	24	28	2

MTA Construction & Development

MTA Construction & Development (C&D) continues to work on contractor safety performance across the capital program. Since the last meeting, the Safety Department has advanced contractor oversight, emergency readiness, training, guidance, and support, and is developing its data-driven safety management framework. These efforts support MTA C&D's goals of improving safety, strengthening risk management, and ensuring consistent safety practices across all agencies and capital projects.

Initiatives currently underway within Construction & Development:

- **Division 1 Requirements and Safety Management System (SMS) Rollout**
  C&D Safety has completed its comprehensive review of the Division 1 contract requirements and will begin rolling out training on the Division 1 changes and the Safety Management System (SMS). We've aligned with current contract requirements and are developing the materials needed to support a smooth transition. The rollout follows a layered approach, beginning with awareness sessions for executives and Business Unit Safety Directors, followed by hands-on training for PCEOs and PMC Safety Representatives. These efforts will ensure a thorough understanding and consistent application of contractor safety expectations across C&D.
- **Enterprise Safety Software (ESS) Program**
  Enterprise Safety Software (ESS) is part of the current MTA software RFP, and we are in the final stages of procurement. The ESS will serve as a unified platform to manage C&D's corporate safety programs, project activities, and third-party inspections, with the potential to expand across and benefit all MTA agencies. To prepare for the next phase, we are developing a rollout and adoption plan aligned with our C&D Safety Management program, focusing on change management, training, and user engagement.
- **Emergency Management and Everbridge Expansion**
  The C&D Emergency Management division is completing its Everbridge implementation and onboarding throughout C&D. Recent progress includes targeted Everbridge 360 training, standardized procedures, a SharePoint guidance site, and an Everbridge dashboard. The Check-In/Out initiative is improving real-time visibility into project locations during routine work, GO windows, severe weather, and major events. The team also completed closing meetings, assigned audits, and continued contractor compliance audits. Following a recent security incident, Everbridge Situational Awareness was used to identify nearby C&D project sites and support C&D Security outreach and preparedness for potential protest activity.
- **Safety Training Program**
  The C&D Safety Training team successfully conducted multiple OSHA 30-Hour Construction Safety & Health training sessions, now approved for 12 Professional Development Hours (PDH). The team updated training materials based on participant feedback. These efforts support the broader goal of establishing a consistent, high-quality training framework and safety culture across C&D.
- **Business Unit Reporting Enhancement**
  C&D Safety is enhancing its monthly and quarterly Business Unit reports through clearer data presentation, expanded KPI visibility, and standardized measurement practices across our departments. These enhancements give leadership timely, actionable insight into performance trends, potential risks, and operational priorities.
- **Safety Committees (Internal and External)**
  The C&D Internal Safety Committee successfully held its quarterly meeting. In parallel, the team has scheduled its first External Safety Committee meeting for November, which several contractors plan to attend. The External Safety Committee will focus on Division 1's safety requirements, the SMS, and project-related safety matters.

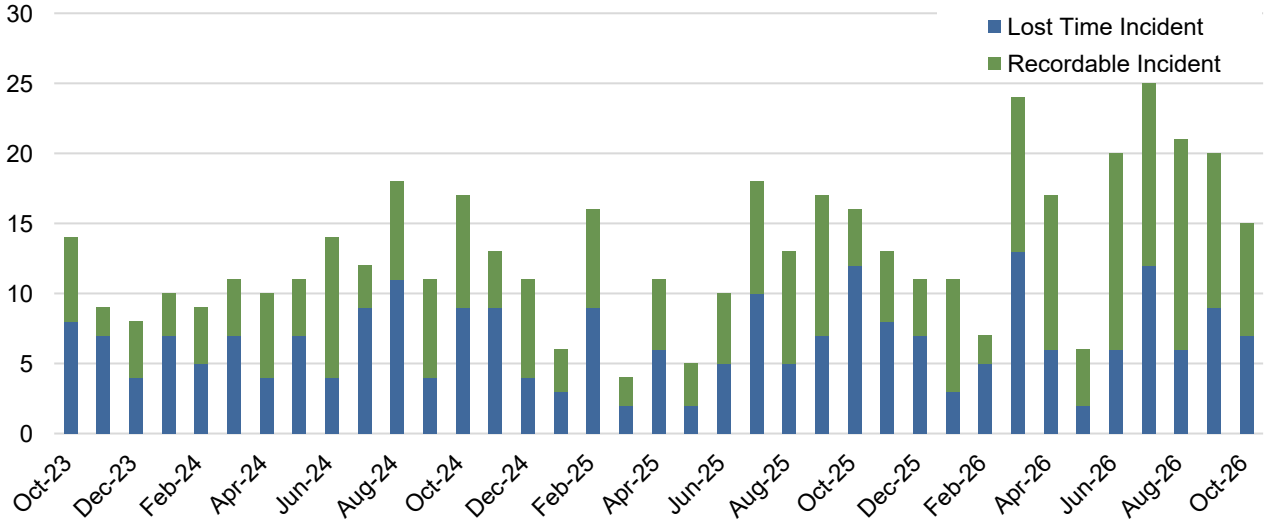




Performance Metrics

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	6,241
Inspections and Audits - External	8,952	7,206

Metropolitan Transportation Authority

MTA Safety Committee

Key Security Metrics

November 16, 2026

Long Island Rail Road

Overview of Security Operations

The Long Island Rail Road (LIRR) Office of Security (OOS) serves as a critical component of the railroad's safety and security framework, employing a proactive, intelligence-driven approach to risk identification and mitigation. Through close collaboration with the Metropolitan Transportation Authority Police Department (MTAPD), MTA HQ Security, LIRR operating departments, community stakeholders, and other intelligence sources, OOS continuously monitors emerging threats, quality-of-life concerns, and operational risks across the network.

As an integral partner in the MTA's enterprise-wide security strategy, OOS supports counterterrorism initiatives, crime prevention efforts, and public safety objectives by providing real-time situational awareness, intelligence sharing, and forensic support for investigations involving customers, employees, and critical infrastructure.

Security Focus and Technology

The Office of Security oversees the protection of customer-facing facilities, including terminals and stations, as well as critical railroad infrastructure such as rights-of-way, grade crossings, rail yards, storage facilities, and employee work locations.

LIRR Command Centers maintain visibility across a network of more than 17,000 cameras strategically deployed throughout the railroad system and onboard train fleets. OOS continues to invest in advanced security technologies, including enhanced video surveillance, access control systems, intrusion detection, and intelligent analytics. These technologies strengthen the protection of customers, employees, and assets by identifying unauthorized access, suspicious activity, and emerging security risks in real time.

Collaboration and Quality-of-Life Initiatives

OOS works in close partnership with LIRR departments, including Stations and Engineering, as well as MTAPD, to address quality-of-life concerns and security challenges throughout the system. Through routine site assessments, coordinated field reviews, and analysis of customer feedback, the Office identifies locations requiring additional attention or intervention.

Security personnel play a key role in recognizing environmental conditions and individuals who may benefit from outreach or support services. By coordinating with law enforcement and operational partners, OOS helps implement practical solutions that enhance both public safety and the customer experience.

Security Assessments and Data-Driven Decision Making

LIRR Security personnel conduct comprehensive assessments of stations, facilities, and rail yards utilizing the principles of Crime Prevention Through Environmental Design (CPTED). These evaluations are informed by operational intelligence, threat assessments, incident reporting, and data analytics derived from the Operations Security Console and Reporting (O.S.C.A.R.) Dashboard.

By combining quantitative data with field expertise and knowledge of industry trends, OOS evaluates the effectiveness of existing security measures and identifies opportunities to strengthen the railroad's security posture while supporting operational efficiency.

Drone Program Capabilities

The LIRR Drone Program enhances operational awareness and emergency response capabilities through a team of certified pilots and a fleet of advanced unmanned aerial systems. Available around the clock, the program supports emergency incidents, special events, infrastructure inspections, departmental surveys, and security assessments across stations, rail yards, and rights-of-way. Equipped with day and night operational capabilities, including infrared imaging and live-streaming technology, the drone program provides valuable aerial intelligence that improves decision-making, accelerates response efforts, and enhances overall situational awareness.

Workplace Violence Prevention

The Office of Security remains committed to fostering a safe and respectful work environment through continuous monitoring of workplace violence incidents and the implementation of proactive mitigation strategies.

Key initiatives include:

• Continuous enhancement of the Workplace Violence Prevention Program (WVPP), including updated training curricula and integration into new employee onboarding.

• Regular coordination meetings with MTAPD to review incidents, identify trends, and develop targeted prevention strategies.

• Employee engagement and awareness initiatives, including informational sessions and outreach events designed to strengthen understanding of workplace violence prevention resources and reporting procedures.

These efforts support a culture of safety, accountability, and employee well-being across the organization.

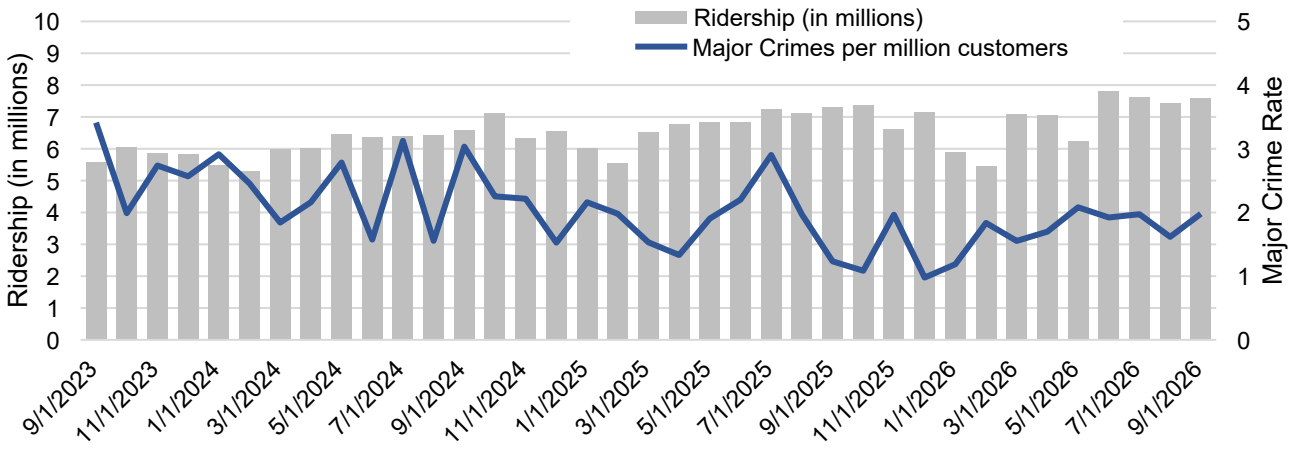
Advancing Security Through Innovation

The Office of Security continuously evaluates emerging security technologies and industry best practices to ensure that LIRR maintains a modern, effective, and fiscally responsible security program. This includes the assessment of both physical security systems and advanced software solutions that improve threat detection, incident response, and operational intelligence.

OOS remains focused on strategically expanding surveillance coverage, access controls, and other security mitigations across stations, facilities, and rail yards to strengthen resilience, protect critical assets, and support the safe and reliable operation of the railroad.

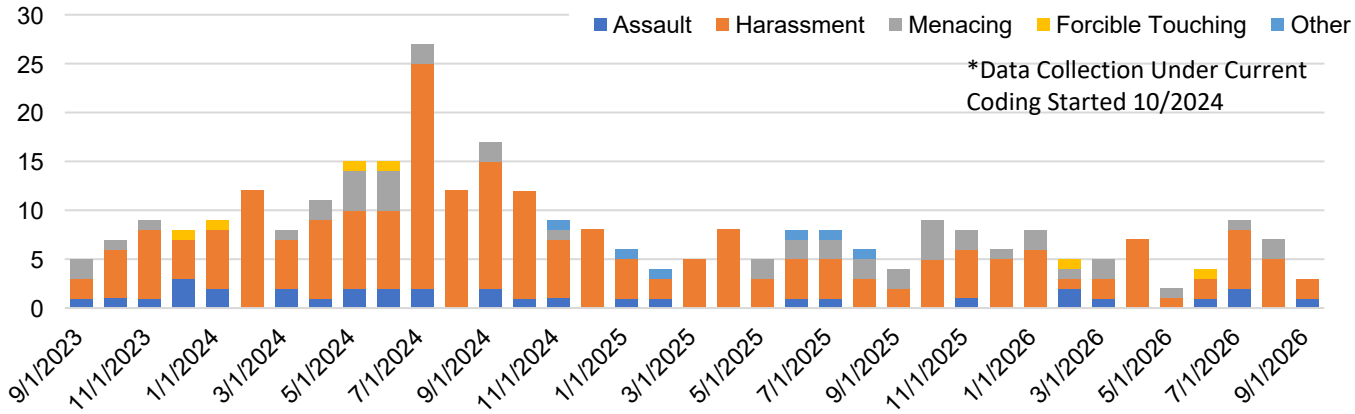
Major Crimes Against Customers

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



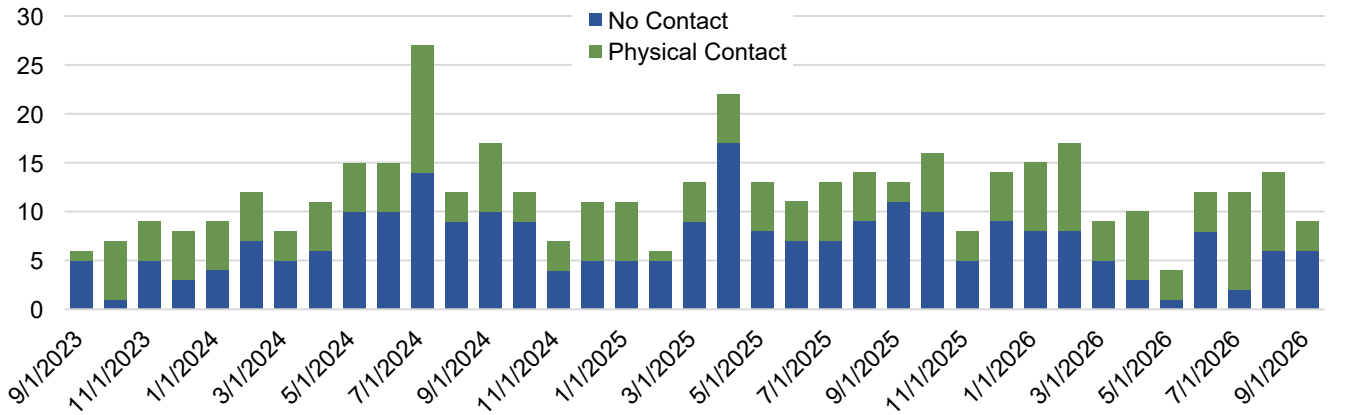
Workplace Violence Against Employees – Penal Law[1]

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

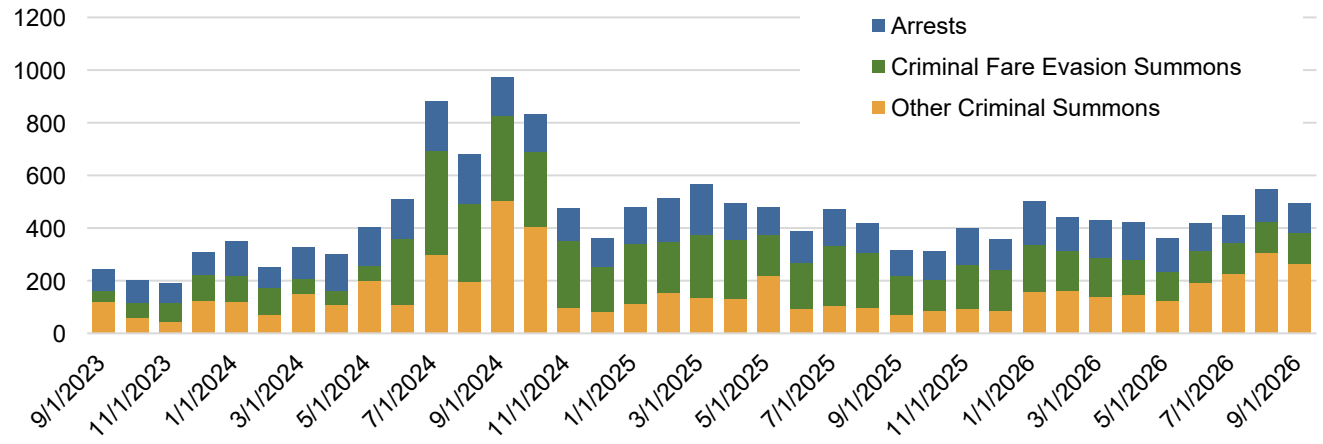
The number of reported Workplace Violence Cases against LIRR employees and other MTA employees on LIRR property, recorded by LIRR Security, per NYS DOL Law (Categorized by Physical Contact and Non-Contact Incidents)



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 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 17,000 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 utilized 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:

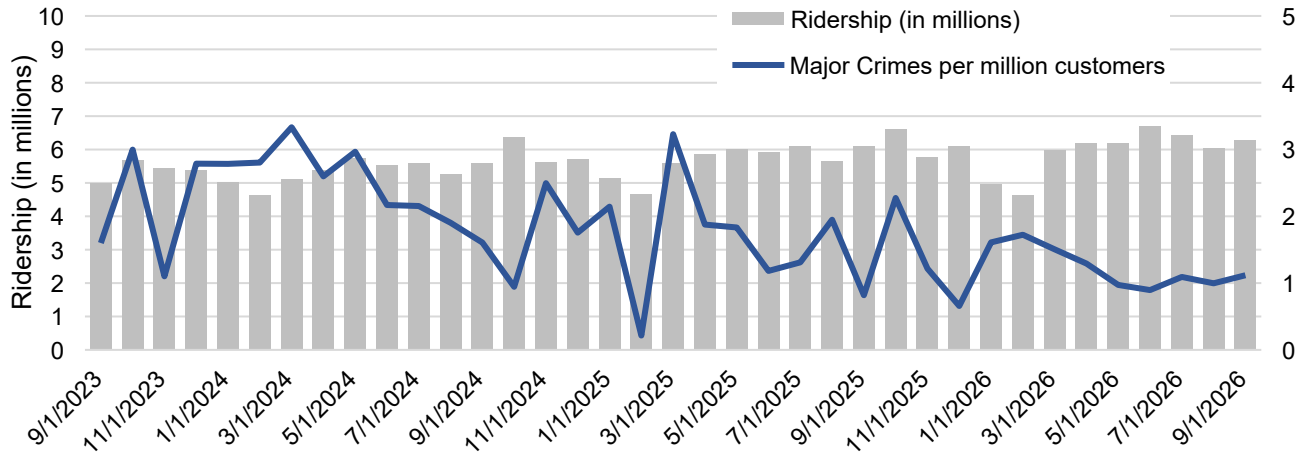
Running a de-escalation training program for new and existing conductors. 100% of Conductors received this training in 2026. All new MNR employees are given in-person de-escalation techniques training as part of the Security Basics module as part of annual e-training for all MNR employees.

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 will continue to enhance programs and initiatives related to crime reduction, enhanced customer and employee safety, and improved customer experience.

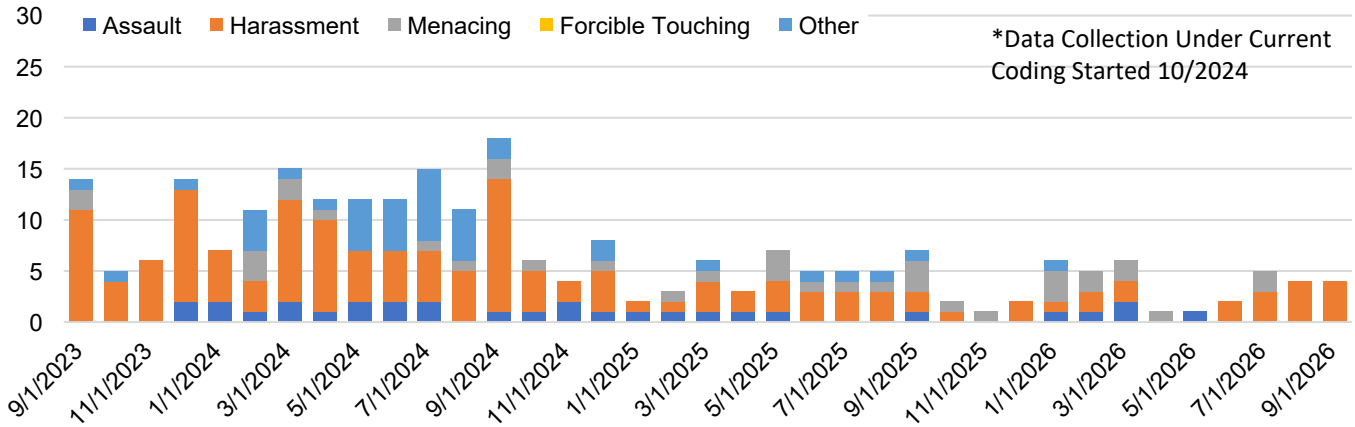
Major Crimes Against Customers

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



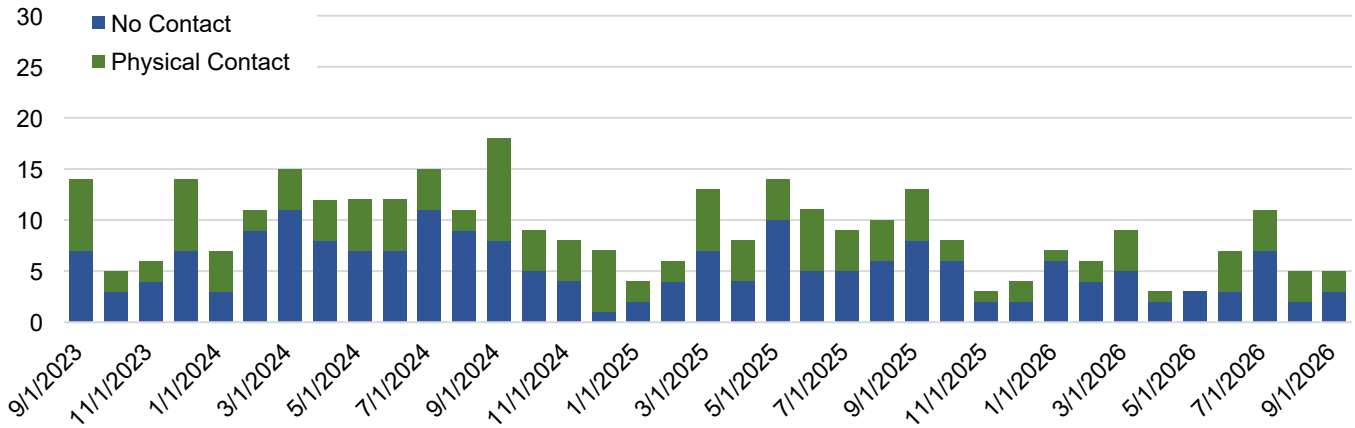
Workplace Violence Against Employees – Penal Law[1]

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

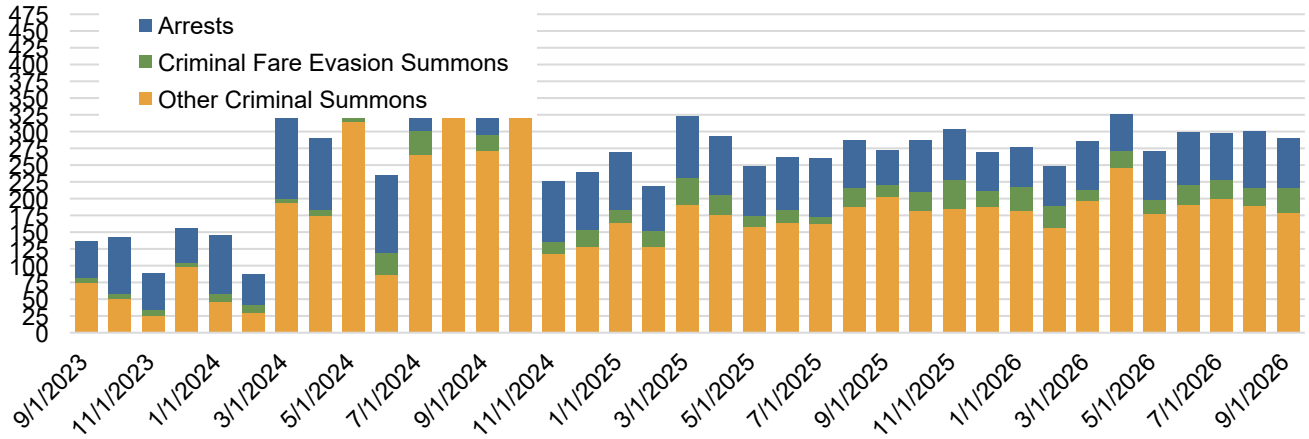
The number of reported Workplace Violence Cases against MNR employees and other MTA employees on MNR property, recorded by MNR Security, per NYS DOL Law (Categorized by Physical Contact and Non-Contact Incidents)



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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

Year to date major felony crimes are relatively in line with 2025 (up 2.3%). We expect to see some variance month over month and on a long-term basis we are down v. 2024, 2023, 2022, and 2019 (pre-covid). This demonstrates how our collaborative efforts to combat crime patterns and maintain a safe transit system have continued to show consistent effects over the long term. We will continue to work with our law enforcement partners on quality-of-life and crime control initiatives and hope to see 2026 remain one of our lowest crime years in recent history.

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 within the transit system.

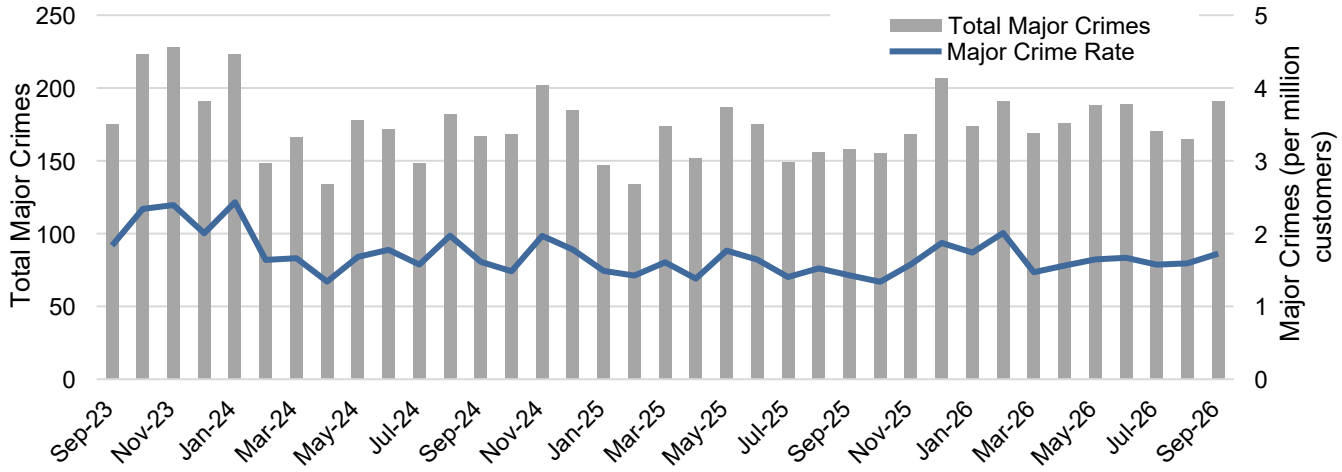
Total workplace violence cases against NYCT employees in 2026 are down significantly v. 2025 and remains at the lowest level in the past five years. NYS Penal Law assaults are up YTD v. 2025 but remain down v. the prior 4 years and account for only 10% of total cases. MTA/NYCT is addressing the prevention 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.

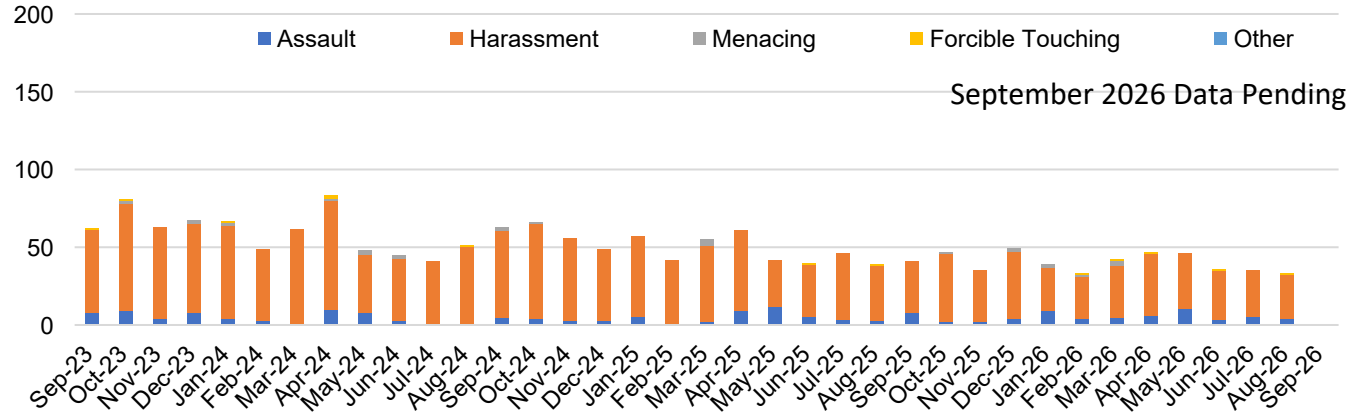
Major Crimes Against Subway Customers

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



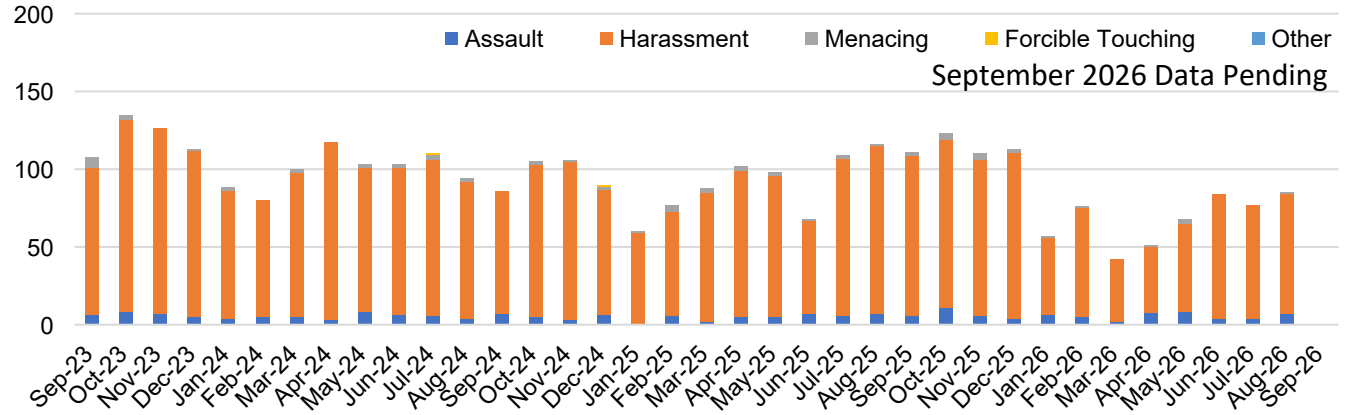
Workplace Violence Against Subways/SIRTOA Employees – Penal Law

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).



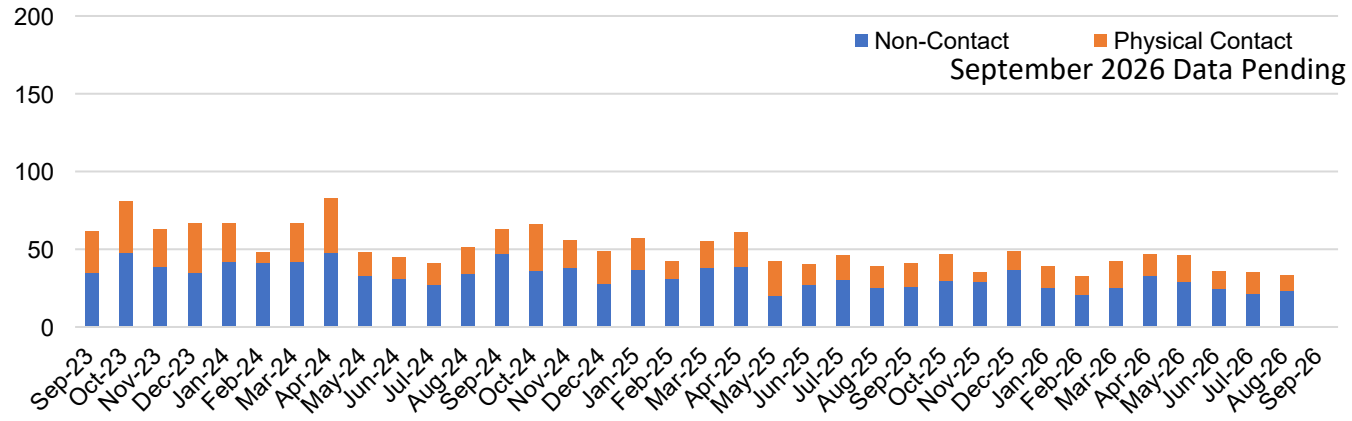
Workplace Violence Against Bus Employees – Penal Law

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).



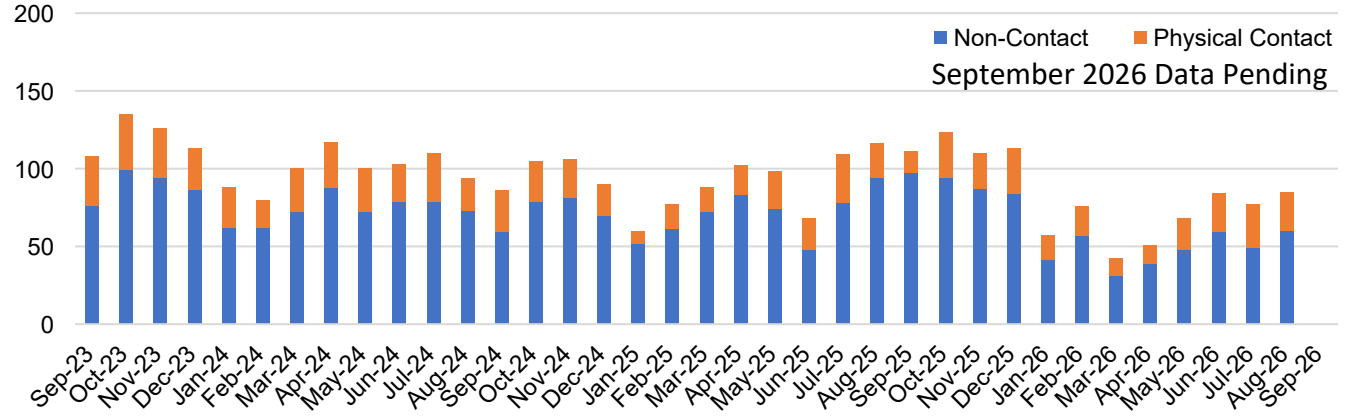
Workplace Violence Against Subways/SIRTOA Employees – Labor Law

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)



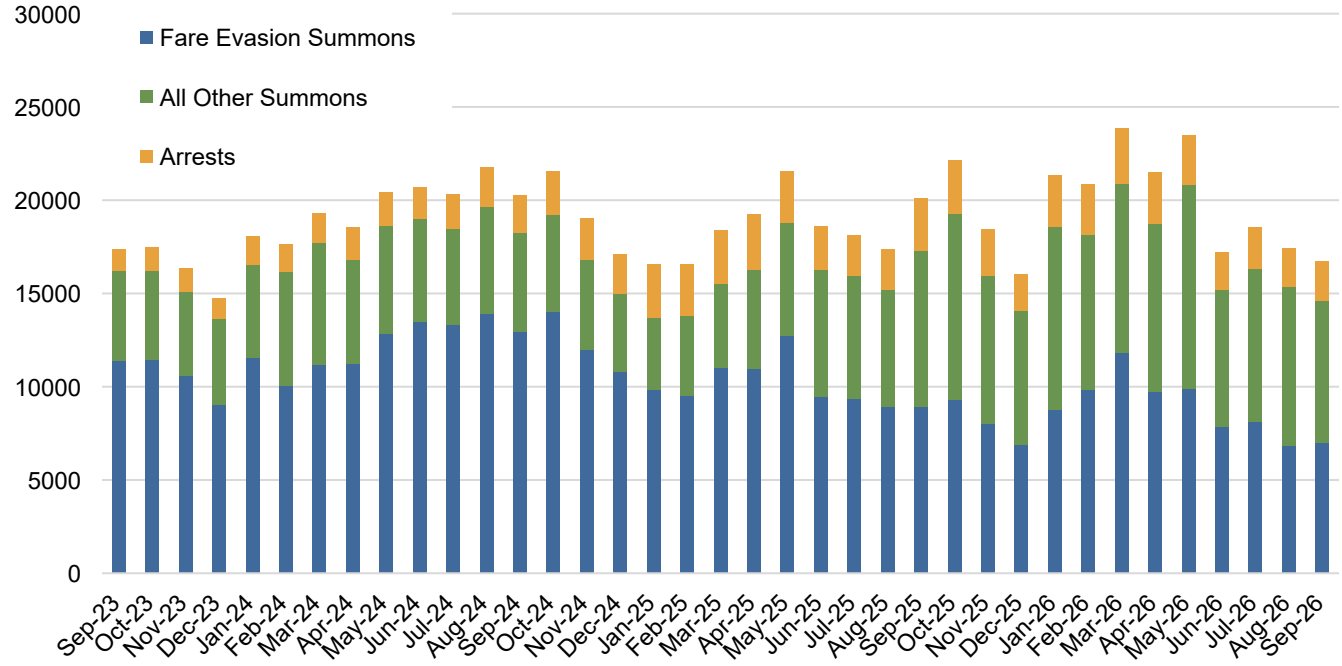
Workplace Violence Against Bus Employees – Labor Law

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)



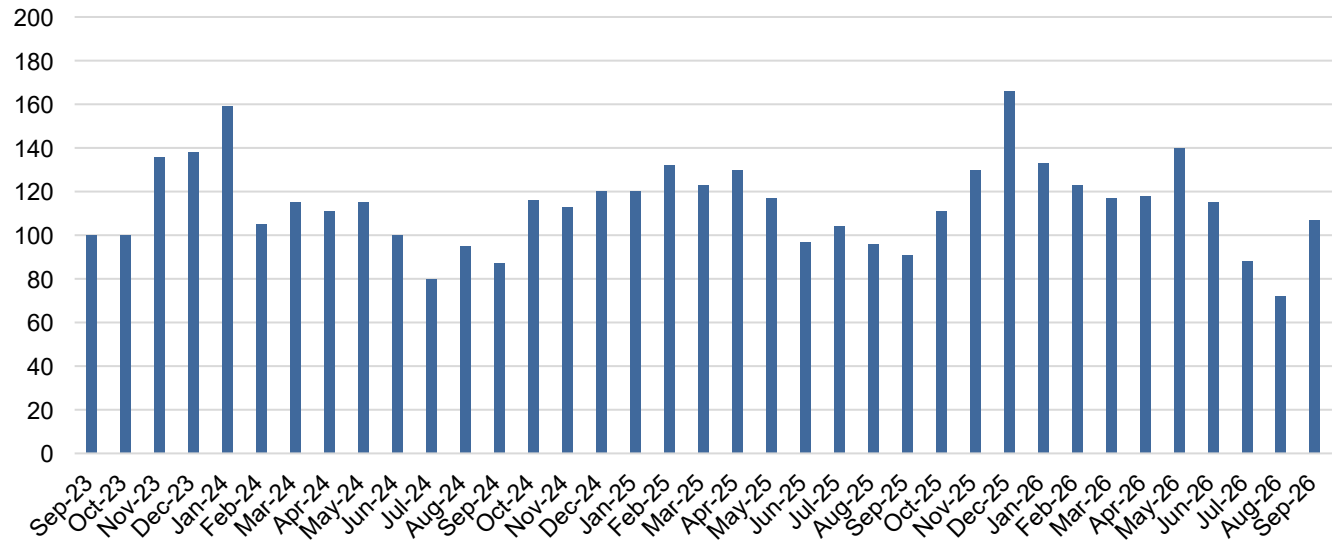
Summonses and Arrests

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

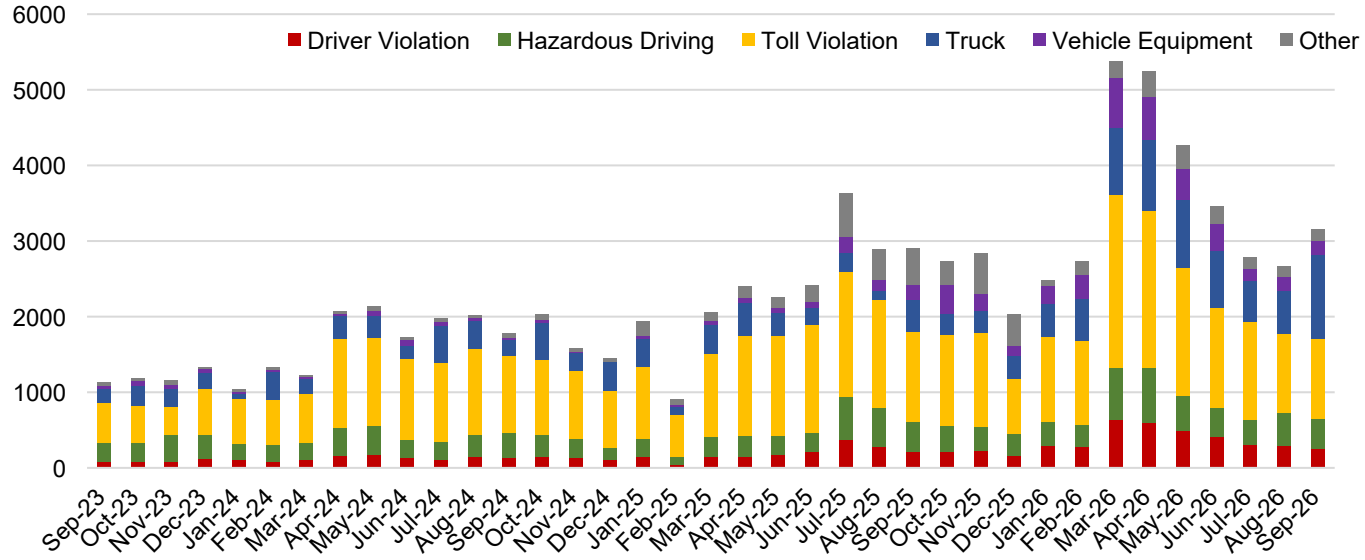
In October 2026, MTA Bridges and Tunnels and the MTA Police Department continued focused enforcement efforts to address toll evasion and other violations across the system. Enforcement operations resulted in the interdiction of 336 persistent toll violators and the issuance of 3,605 summonses. This compares with 346 interdictions and 2,735 summonses in October 2025, representing a **31.8% increase in summonses issued**. Truck enforcement remained a significant area of focus, with 1,288 truck-related summonses issued in October 2026, a **366.7% increase** from the 276 issued during the same period in 2025.

Moving Forward

Enforcement operations will continue across multiple facilities, with an emphasis on visible, consistent enforcement and the strategic deployment of resources. Efforts will remain focused on persistent toll violators, commercial vehicle compliance, and truck enforcement through enhanced inspections and targeted activity at key facilities throughout the system.

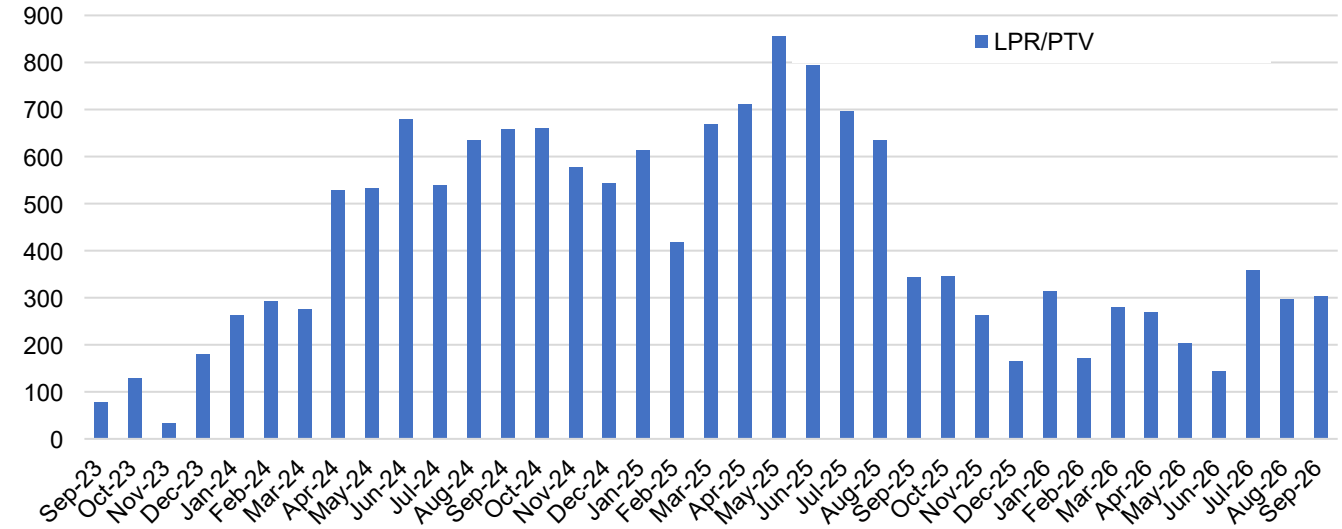
Bridges and Tunnels Summonses

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



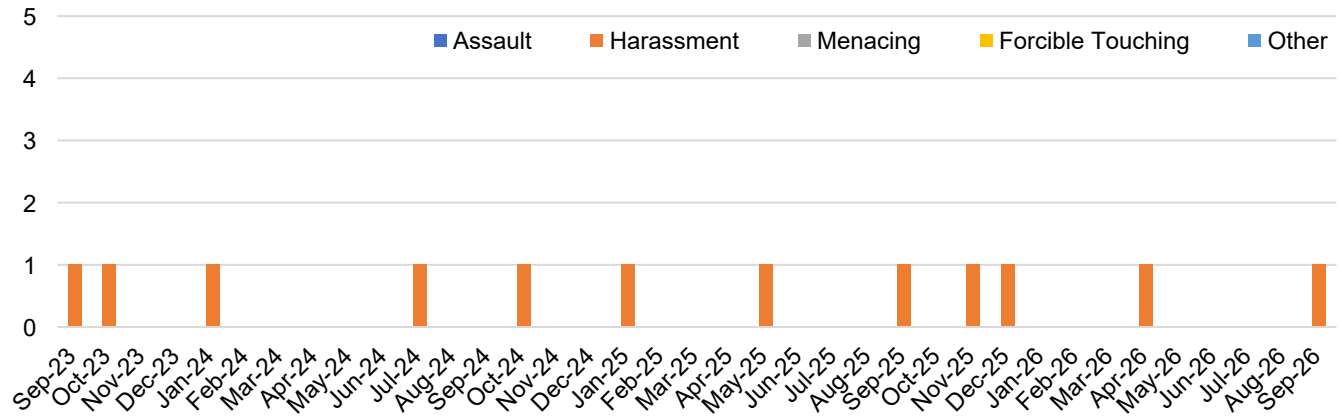
Bridges and Tunnels Toll Evasion Interdictions

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



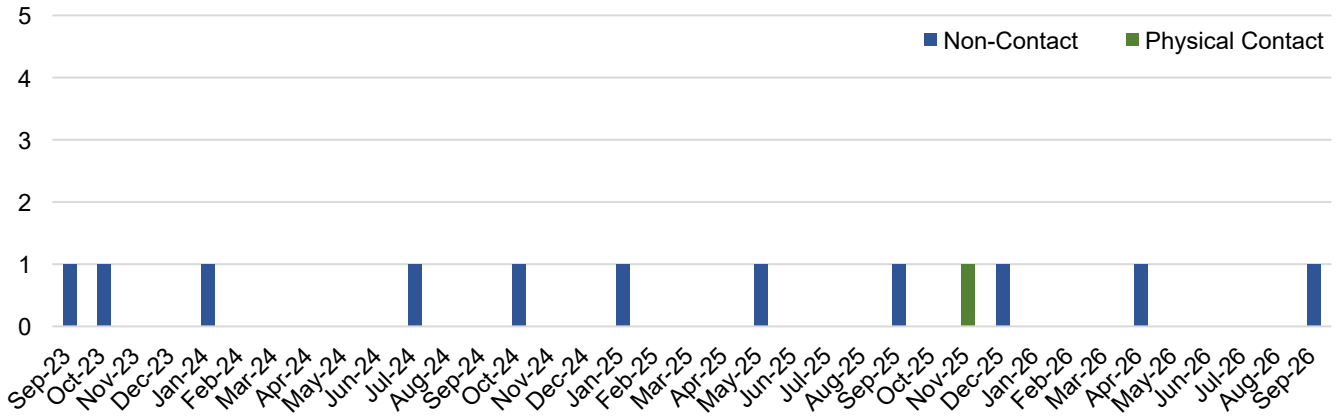
Workplace Violence Against Employees – Penal Law

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

Third 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

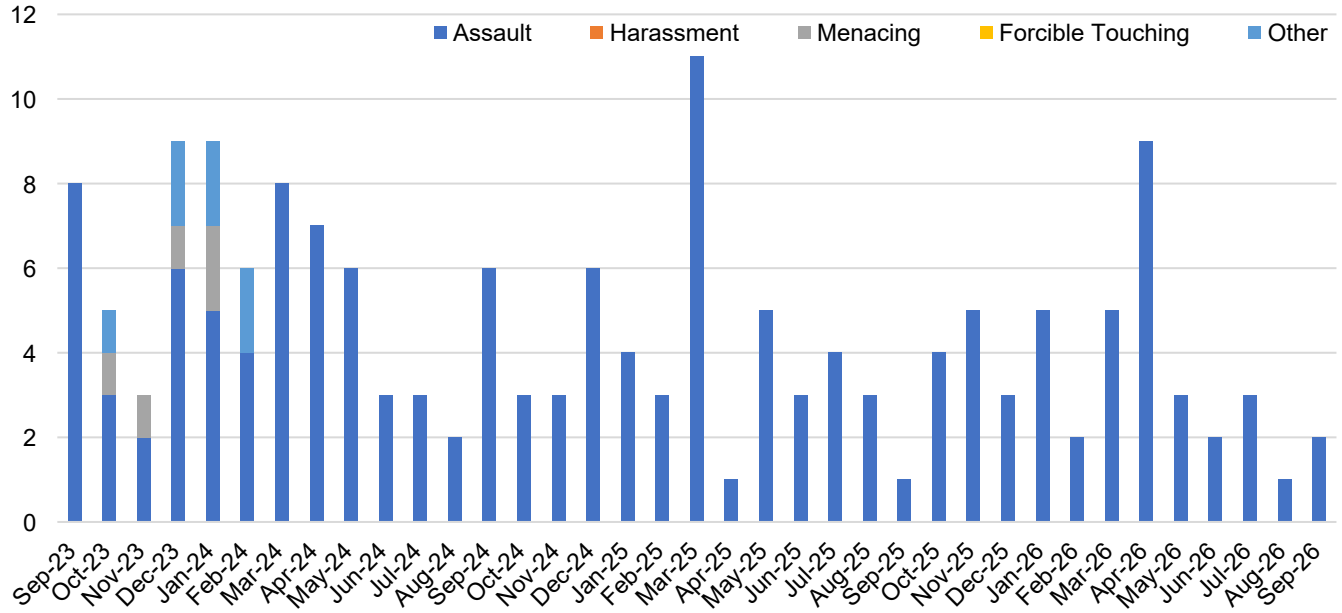
- Crime: Major (index) crime decreased by more than 7% for the quarter, with decreases in Robbery, Grand Larceny, and Grand Larceny Auto and increases in Murder and Burglary year over year.
- Arrests and Summonses: Arrests increased 5% year over year in the third quarter. This increase is coupled with the issuance of over 2,000 criminal and fare evasion summonses
- Fare Evasion Response: MTA PD responded to hundreds of fare evasion calls in the third quarter of 2026 and continued coordinated enforcement efforts with LIRR and MNR teams.
- 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.
- Community Engagement: The SCOUT Co-Response Initiative continued to assist individuals in crisis by connecting them with shelter and mental health services. In the third quarter, the program made hundreds of contacts, resulting in multiple referrals to care facilities by embedded clinicians.

Summary

The third 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).



MTA OHS

Drug Free Workplace

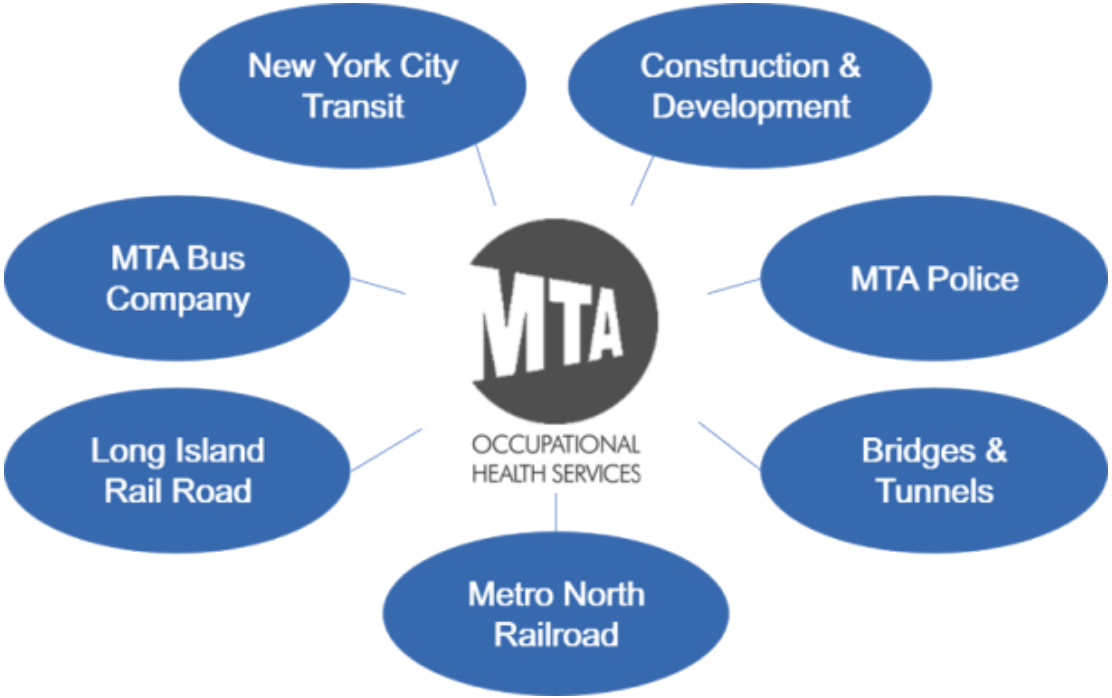
November 16, 2026



Agenda

- ❑ **Drug-Free Workplace**
  - **Focus On Safety**
  - **Testing Positivity:**
    - **National Employment**
    - **MTA Employment**
  - **The OHS Drug & Alcohol Programs Team**
  - **OHS Reengineering & Innovations**
- ❑ **Appendix**
  - **2025 MTA Agency Testing Positivity**

OHS Scope


New York City Transit
Construction & Development
MTA Bus Company
MTA Police
MTA
OCCUPATIONAL HEALTH SERVICES
Long Island Rail Road
Bridges & Tunnels
Metro North Railroad

Drug Free Workplace

Focus on Safety

- ❑ Workplace drug/alcohol testing programs support employee fitness
- ❑ Long-standing MTA agency testing policies have kept employees and customers safe
- ❑ Federal regulations mandate comprehensive testing programs
- ❑ Federal funding requires MTA compliance with applicable regulations

U.S. Department of Transportation

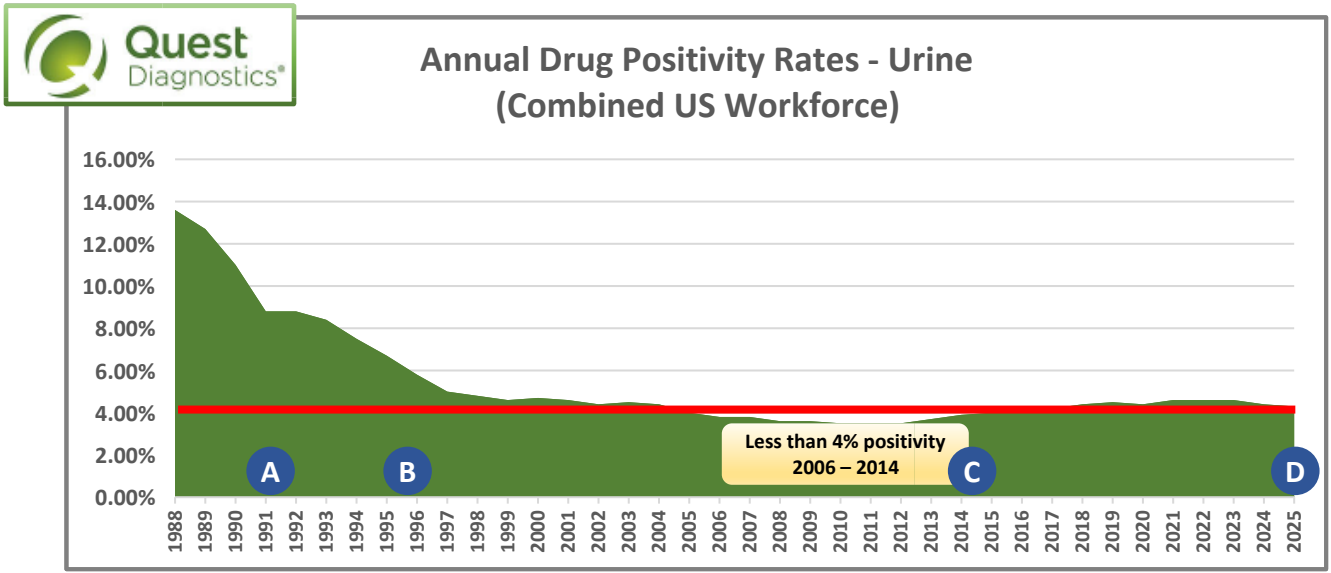
Federal Transit Administration

Federal Railroad Administration

Federal Motor Carrier Administration

Drug Free Workplace

Testing Positivity: National Employment



Timeline:

A – Congress passes the Omnibus Transportation Employee Testing Act paving the way for the DOT regulations

B – New DOT regulations implemented

C – Recreational marijuana dispensaries open

D – 15,000 marijuana dispensaries nationally

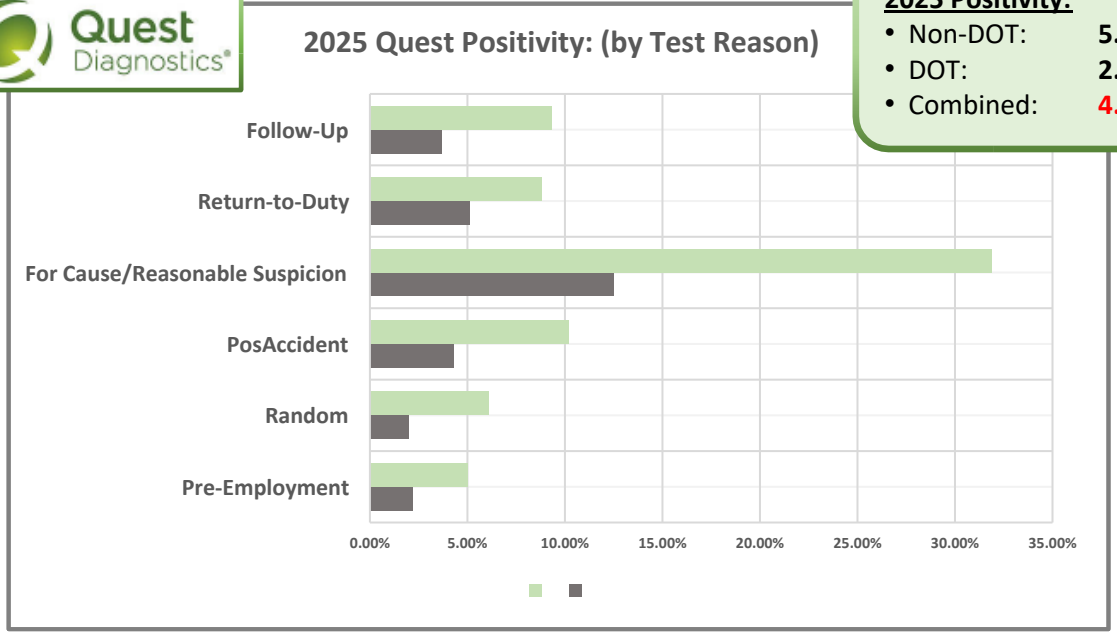
https://www.questdiagnostics.com/content/dam/corporate/restricted/documents/drug-testing-index/DTI-2026-Tables-20260710.pdf

Drug Free Workplace

Testing Positivity: National Employment

2025 Positivity:

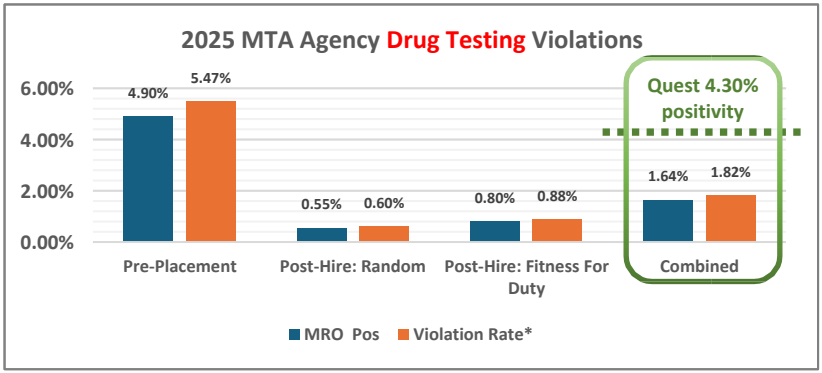
- Non-DOT: **5.50%**
- DOT: **2.20%**
- Combined: **4.30%**

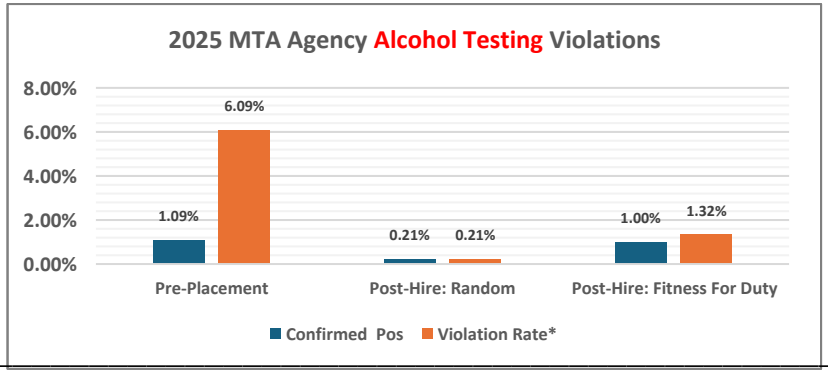


https://www.questdiagnostics.com/content/dam/corporate/restricted/documents/drug-testing-index/DTI-2026-Tables-20260710.pdf

Drug Free Workplace

Testing Positivity: MTA Employment





2025 Combined MTA Testing:

- **Drugs: 66,863**
- **Alcohol: 35,500**
- **Total: 102,363**

***** In addition to confirmed positive test results, the **violation rate** also includes instances of job applicant and employee refusal to test

DOT & NDOT testing reasons include:

- **Pre-Employment**
- **Random**
- **Post-Accident**
- **Reasonable Suspicion**
- **Return-to-Duty**
- **Follow-Up**

Non-DOT testing reasons also include:

- **For Cause**
- **Injury-on-Duty**
- **Periodic**
- **Change-In-Title/Craft**
- **Demotion on Charges**
- **Return-to-Work**

Drug Free Workplace

The OHS Drug & Alcohol Programs Team

- **OHS consolidation**
  - Organization
  - Service agents
  - Testing locations/providers
  - MRO support
  - Compliance and audit readiness
- **OHS & Employment Center hiring collaboration**



Drug Free Workplace

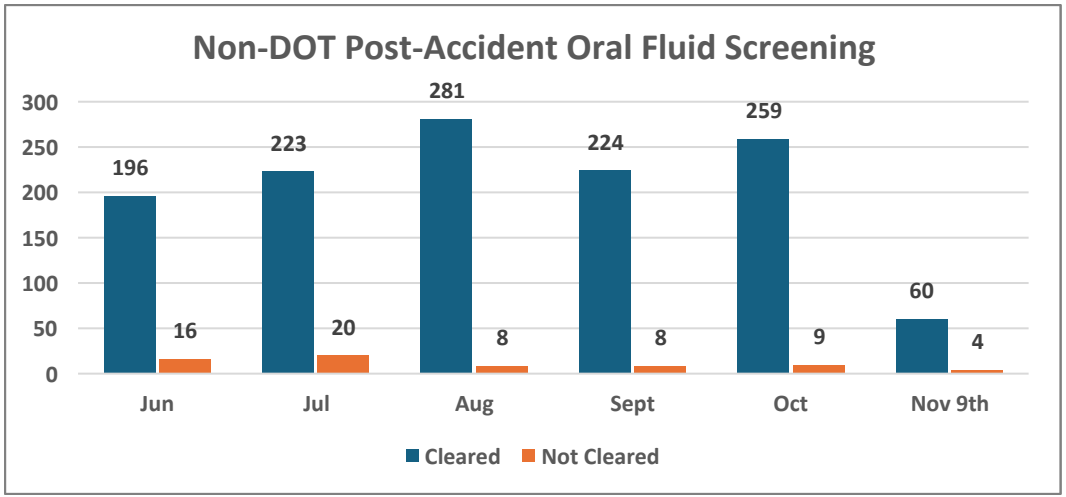
OHS Reengineering & Innovations

- **In the Books…..**
  - New Quest Diagnostics lab contract
  - Paperless eCCF/eBAT processing
  - Rapid oral fluid drug screening
  - New previous employer inquiry protocol
- **On the horizon…..**
  - Pre-Employment MRO outsourcing
  - Self-service pre-employment test scheduling
  - Lab-based oral fluid testing
  - Fentanyl testing
  - MTA agency policy standardization



Drug Free Workplace

OHS Reengineering & Innovations

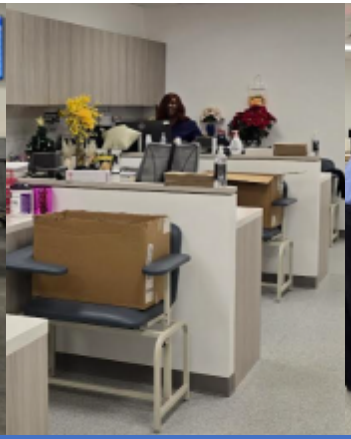


Screens administered:

- **1, 243 Jun 1st – Nov 9th**
- **95% immediately cleared to return to work by OHS**
- **99% of the remaining 5% were cleared to return to work after OHS received urine result**

Drug Free Workplace






Thank You!

Appendix

Drug Free Workplace

2025 MTA Agency Testing Positivity

	Positivity Rates									
	NYCT		MTA Bus		MNR		LIRR		MTA Police	
Test Reason	**Drug**	**Alcohol**	**Drug**	**Alcohol**	**Drug**	**Alcohol**	**Drug**	**Alcohol**	**Drug**	**Alcohol**
Pre-Employment	**5.68%**	0%	**2.14%**	0%	**4.65%**	0%	**2.09%**	0%	0.44%	0%
Random*	0.38%	0.14%	0.36%	0.10%	0.94%	0.11%	0.13%	0.20%	0.20%	0.20%
Fitness for Duty	0.54%	0.32%	0.37%	0.25%	0.59%	0.42%	0.48%	0.37%	0.00%	0.00%
Total:	**1.64%**	**0.20%**	**0.91%**	**0.14%**	**1.18%**	**0.21%**	**0.52%**	**0.23%**	**0.26%**	**0.19%**

* MTA agencies are subject to annual minimum testing rates set by the applicable DOT agency. In 2025, and continuing into 2026, the minimum testing rates are as shown in the chart below:

DOT Agency	Drug	Alcohol
FTA	50%	10%
FRA (HOS and MOW)	25%	10%
FRA (MECH)	50%	10%
FMCSA	50%	10%

Safety – 2026 Quarterly Federally Mandated Tests

Federally Mandated Tests

New York City Transit

Quarter	Count of Within 2 Hours (Goal)	Count of Within 8 Hours(Regulatory Required)	Count of Exceeded 8 Hours (No Alcohol Test)
Qtr 1	5	108	13
Qtr 2	3	132	12
Qtr 3	6	144	12
Qtr 4	1	60	5

Staten Island Railway

Quarter	Count of Within 2 Hours (Goal)	Count of Within 8 Hours(Regulatory Required)	Count of Exceeded 8 Hours (No Alcohol Test)
Qtr 2		1	

MTA Bus

Quarter	Count of Within 2 Hours (Goal)	Count of Within 8 Hours(Regulatory Required)	Count of Exceeded 8 Hours (No Alcohol Test)
Qtr 1		22	1
Qtr 2		20	1
Qtr 3	2	32	2
Qtr 4		12	1

Other Agency Mandated Tests

New York City Transit

Quarter	Count of Within 2 Hours (Goal)	Count of Within 8 Hours(Regulatory Required)	Count of Exceeded 8 Hours (No Alcohol Test)
Qtr 1	28	298	26
Qtr 2	28	207	5
Qtr 3	1	22	3
Qtr 4		11	

Staten Island Railway

Quarter	Count of Within 2 Hours (Goal)	Count of Within 8 Hours(Regulatory Required)	Count of Exceeded 8 Hours (No Alcohol Test)
Qtr 1	5	13	2
Qtr 2	2	4	
Qtr 3		2	

MTA Bus

Quarter	Count of Within 2 Hours (Goal)	Count of Within 8 Hours(Regulatory Required)	Count of Exceeded 8 Hours (No Alcohol Test)
Qtr 1		38	1
Qtr 2	2	26	1
Qtr 3		5	
Qtr 4		2	

November 2026

Safety Committee
Long Island Rail Road Update

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Department of Motor Vehicle Partnership

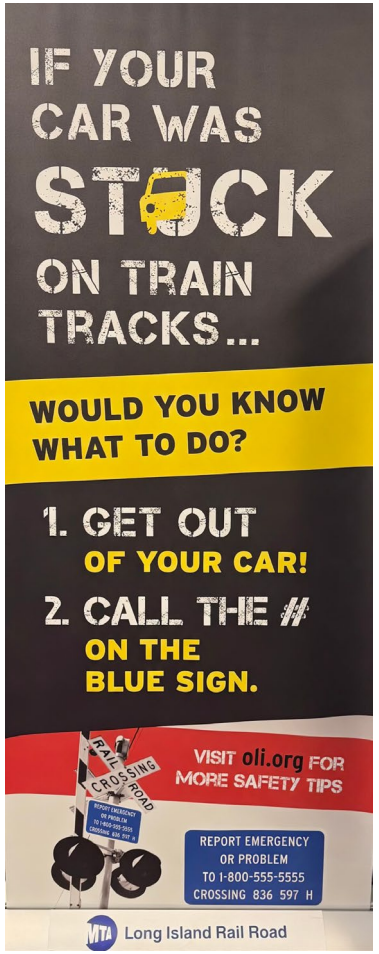
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Objective

- Strengthen driver awareness
- Improve safe behaviors at railroad crossings
- Reduce preventable incidents

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Grade Crossing Close Call



Partnership Timeline

- August 2026: DMV partnership meetings at Hauppauge and Garden City
- September 2026: Operation Lifesaver - See Tracks, Think Trains outreach event

DRAFT



Strategic Outreach

- Targeted high-traffic DMV locations in Nassau and Suffolk Counties
- Public engagement and rail crossing safety awareness
- Driver education partnership exploration

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Educational Materials

- Safety brochures
- DMV and LIRR/Operation Lifesaver resources
- Driver manuals and online learning platforms

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Key Outcomes & Next Steps

- Expand DMV outreach and education efforts
- ENS awareness gap identified
- ENS-branded keychains developed

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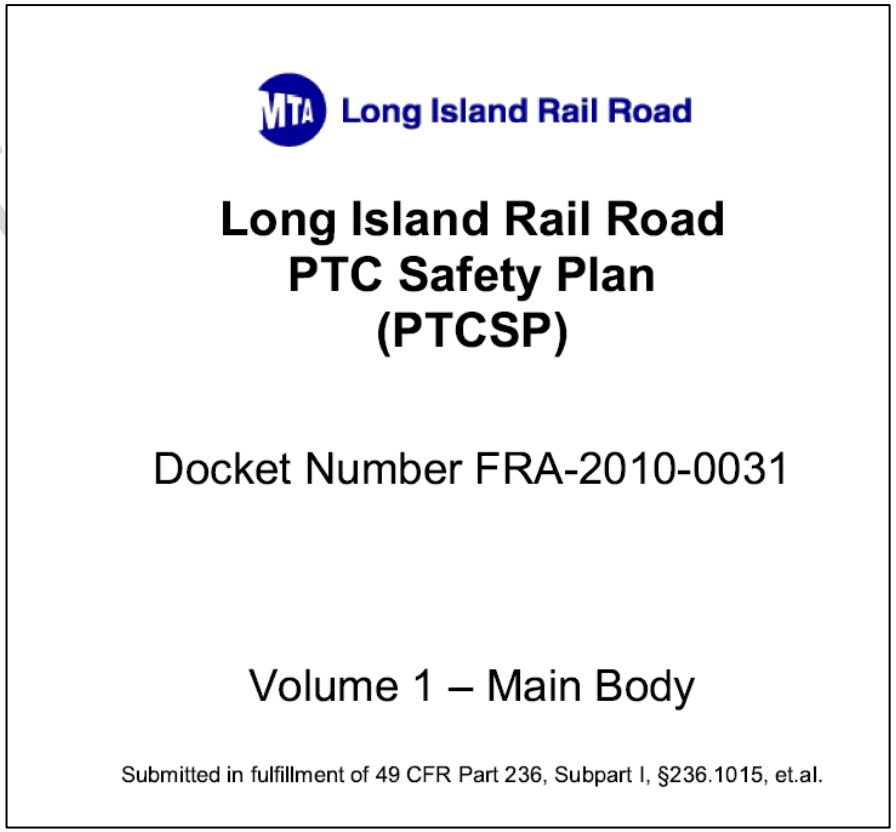


Positive Train Control System Safety Support

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PTC Safety Plan (PTCSP)

- **Certification:** Host railroad submits a PTCSP to FRA and receives PTC System Certification before placing PTC in service.
- **Federal Railroad Administration (FRA)**: FRA reviews and approves the PTCSP if it supports a finding that the system complies with 49 CFR Part 236, Subpart I.
- **Required Content**: Hazard log, safety assurance concepts, risk assessment, hazard mitigation analysis, and safety assessments.

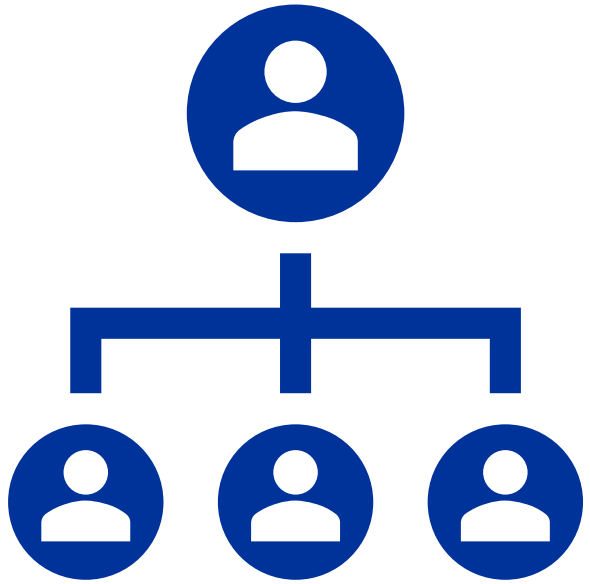


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Safety Roles & Responsibilities

- **Chief Program Officer - SMS**: Provides independence from project management office and engineering disciplines (signal and mechanical).
- **Director - Regulatory Compliance:** Ensures an effective compliance program for regulations that apply to operating departments
- **Sr. Manager - System Safety Analysis:** Supports safety analyses and certification, chairs the System Safety Certification Board (SSCB) and administers operational-phase risk management.

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System Safety Certification Board (SSCB)

- **Authority:** Holds overall authority for PTC safety certification.
- **Chaired By:** Sr. Manager, System Safety Analysis, who also represents Corporate Safety in Change Management process.
- **Membership**: Supervisory-level reps from Transportation, Maintenance of Way, Maintenance of Equipment, Corporate Safety, PTC PMO & QA, and Signaling.
- **Responsibility:** Reviews certification program and safety evidence.



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METRO-NORTH RAILROAD SAFETY & SECURITY

NOVEMBER 2026 UPDATE

Safety Data Review

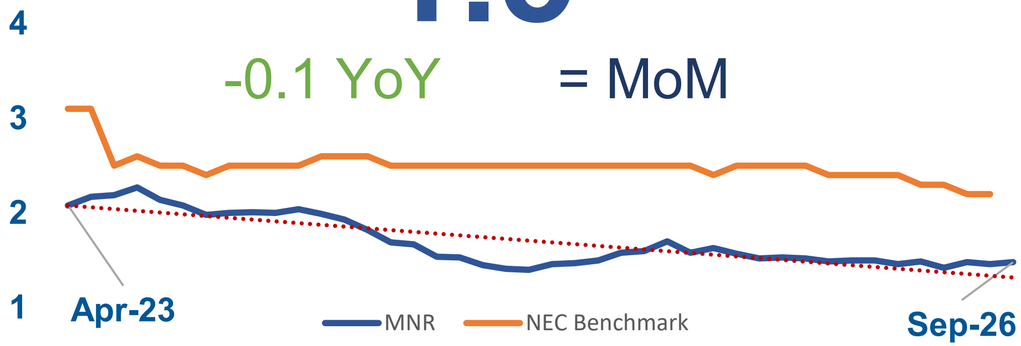
Customers

Injury Rate

12 Month Rolling Rate Per One Million Customers
September 2026

1.5

-0.1 YoY = MoM



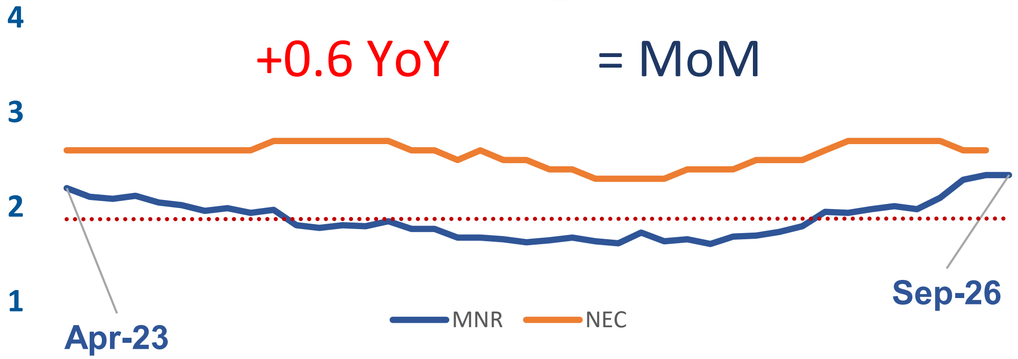
Employees

Lost Time Injury Rate

12 Month Rolling Rate Per 200k hours
September 2026

2.3

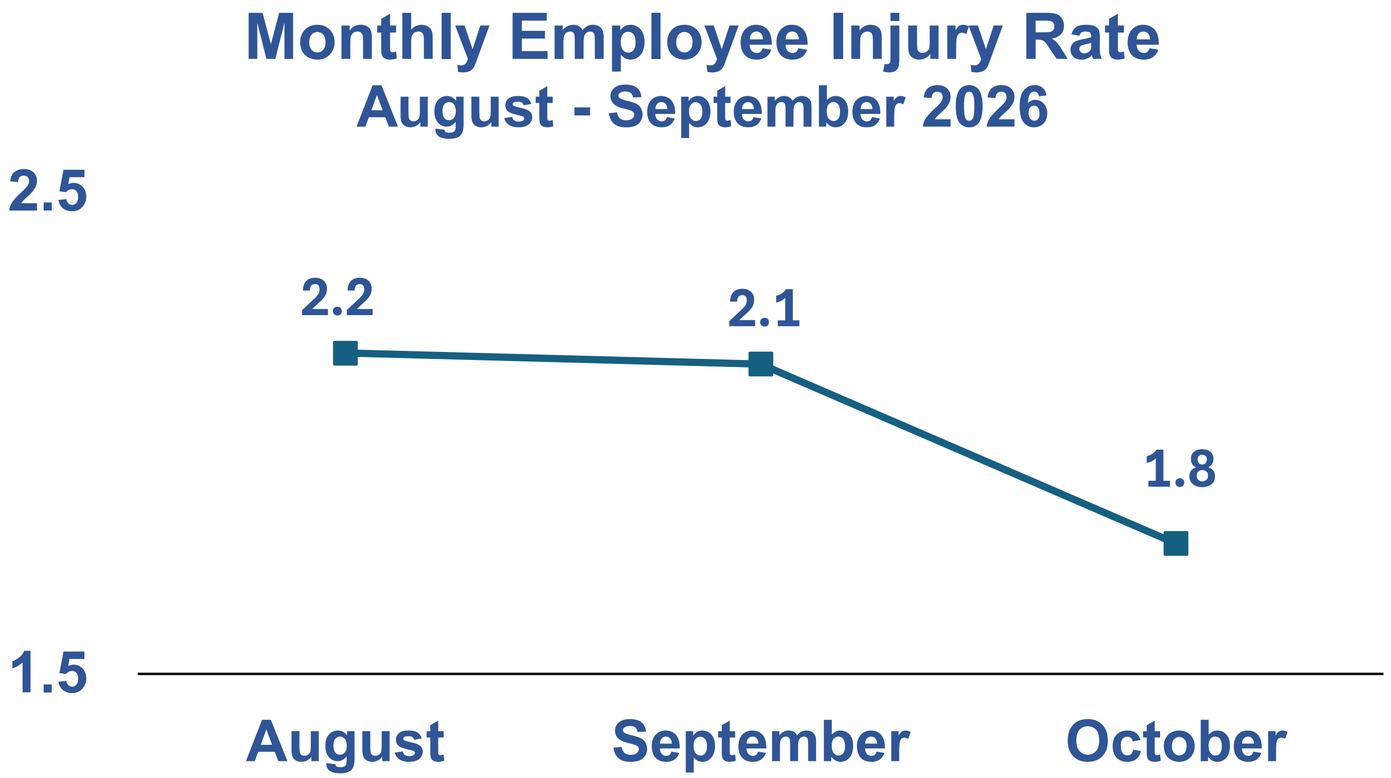
+0.6 YoY = MoM



*Data from FRA on peer commuter railroads through August 2026

Safety Data Review

- Employee injury rate has decreased month-over-month for three consecutive months
- October has the lowest monthly rate since August 2024



*October data is provisional pending finalization of reporting

Yellow Hard Hat Program



- **0 injuries** to employees wearing a yellow hard hat since the program was introduced
- Ensures new employees are **visible, supported, and coached from day one**, helping them learn their roles safely and confidently.
- Provides a structured approach to **reducing risk early** and building strong safety habits from the start of an employee's career.
- Establishes a consistent framework for **mentorship, coaching, and knowledge sharing** across the organization.
- Promotes meaningful **supervisor-employee engagement**, reinforcing safe work practices and clear performance expectations in the field.

Metro-North's 3rd C³RS Symposium





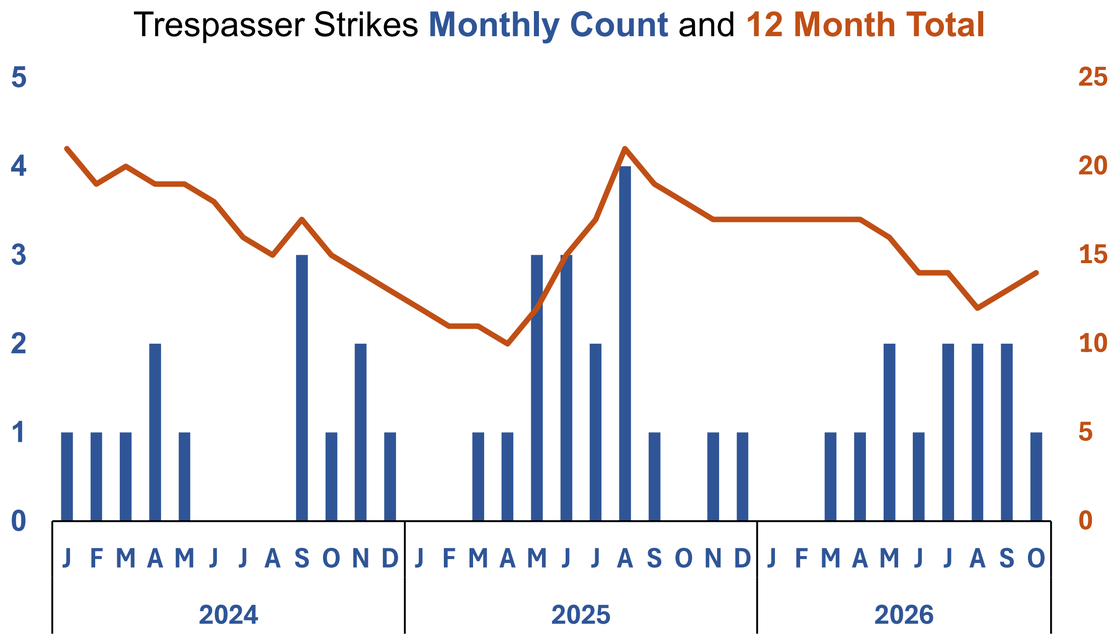
- Hosted Metro-North's **third C³RS Symposium**, strengthening our safety culture through industry collaboration, shared learning, and labor-management partnership.

- Highlighted the value of **confidential close call reporting**, empowering employees to identify hazards and drive proactive safety improvements before incidents occur.

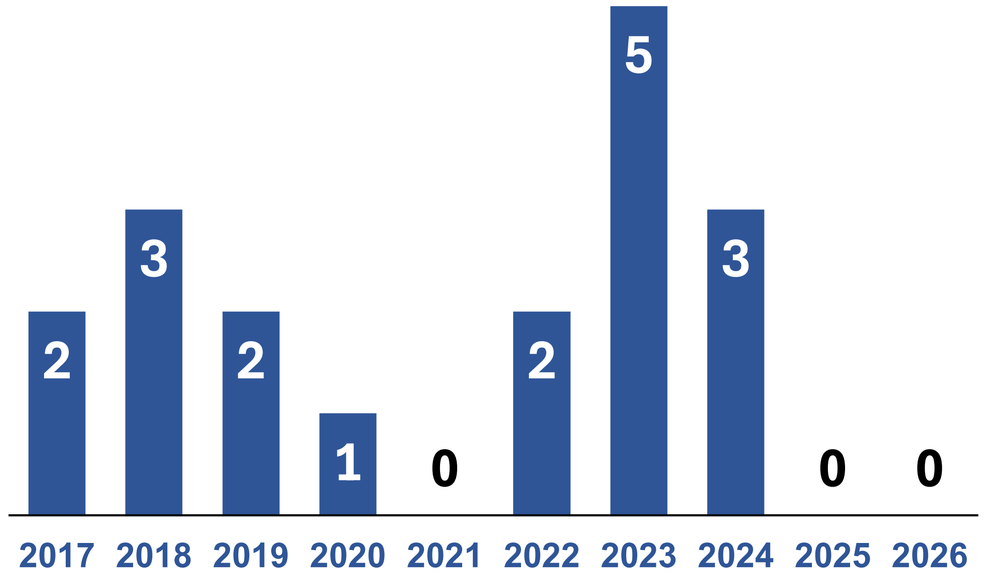
- Welcomed representatives from **NASA, FRA, FTA, APTA, labor organizations, and commuter and freight railroads across North America** to exchange best practices and advance railroad safety.

Safety Data Review

Trespasser Strikes



Grade Crossing Incidents

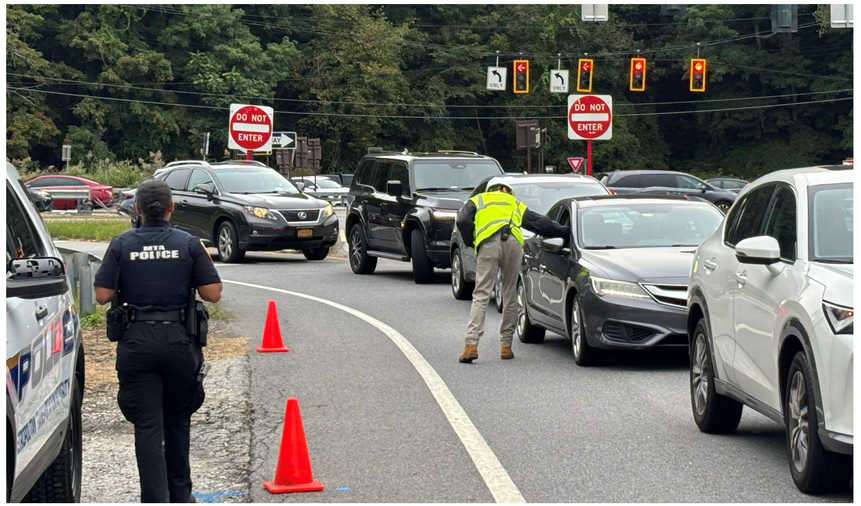


See Tracks? THINK TRAIN Week

- **10th year** of Metro-North Railroad's participation in Operation Lifesaver's See Tracks? THINK TRAIN® Week, promoting rail safety across the service territory.

- Conducted safety outreach at **11 stations, 6 grade crossings, Stamford Station, and Grand Central Terminal**, focusing on trespass prevention and grade crossing safety.

- Partnered with Operation Lifesaver to launch the **Employee Rail Safety Pledge**, with **400+ employees** participating and joining **Red Out for Rail Safety Day** to demonstrate their commitment to preventing track-related incidents and fatalities.





MTA SAFETY | NTSB INVESTIGATIONS & RECOMMENDATIONS

November 2026 • Safety Committee

The National Transportation Safety Board (NTSB) independently investigates selected transportation accidents to determine probable cause of such incidents and identify ways to prevent recurrence. Investigations generally involve collecting and analyzing evidence, issuing a preliminary report when applicable, and publishing a final report that may include safety recommendations. Depending on complexity, this process can take many months or longer. Recommendations are directed at organizations able to take corrective action (including other transit and governmental agencies) and tracked separately from investigations. “Open—Acceptable Response” means NTSB considers the recipient’s planned or ongoing actions responsive but has not yet formally ended their inquiry on the matter. “Closed—Acceptable Action” means NTSB considers the recommended action satisfactorily addressed and does not require additional follow up. Recommendations from an investigation are typically issued in a final report.

Matter	Safety focus	Status / recent activity
ACTIVE INVESTIGATION	NYCT employee fatality | Bronx D Line | Sept. 3, 2026	RRD26FR020 — Preliminary report issued; investigation ongoing. No final probable-cause determination or recommendations issued.
ACTIVE INVESTIGATION	NYCT passenger fatality | Utica Avenue A Line | Sept. 28, 2026	RRD26FR023 — Preliminary report issued; investigation ongoing. No final probable-cause determination or recommendations issued.
R-18-003	LIRR | Incident-based hazard identification and assessment	Open—Acceptable Response. LIRR updated its System Safety Program Plan and hazard-management procedures. MTA is coordinating supplemental examples to demonstrate ongoing tracking and corrective-action follow-through.
R-18-004	LIRR | Medical impairment, including sleep apnea, in hazard management	Open—Acceptable Response. LIRR has established Obstructive Sleep Apnea screening, referral, treatment-monitoring and medical-clearance procedures. Ongoing program documentation underway.
R-20-008	MTA rail systems | Train approach warning (TAW) risk management	Open—Acceptable Response. MTA has enacted enhanced roadway-worker protections. Ongoing documentation submissions of location-specific risk reviews and management oversight underway.
R-20-009	MTA rail systems | Fatigue-informed roadway worker overtime eligibility	Open—Acceptable Response. MTA continues to evaluate fatigue-risk controls and labor-related implementation requirements. NTSB has reiterated its expectation for model-based overtime eligibility controls across LIRR, MNR and NYCT.

MTA continues to cooperate fully with NTSB on all matters, provide requested information, and coordinate corrective actions when required. The four outstanding recommendations remain in acceptable open classifications. We are in ongoing discussions and engagement with the NTSB to provide further documentation and updates on implementation work that is in progress. MTA remains committed to the safety of its employees and customers and to addressing NTSB recommendations through its established safety-management processes.

Note: Recommendation statuses reflect the latest MTA-reviewed NTSB classifications; preliminary investigation information is subject to change.