



Metropolitan Transportation Authority

Safety Committee Meeting July 2022

Committee Members

J. Lieber, Chair

A. Albert

N. Brown

S. Chu

M. Fleischer

B. Lopez

D. Mack

H. Mihaltses

F. Miranda

J. Samuelson

L. Sorin

V. Tessitore

N. Zuckerman

Safety Committee Meeting

2 Broadway, 20th Floor Board Room

New York, NY 10004

Monday, 7/25/2022

8:30 - 9:00 AM ET

1. Public Comments

2. Approval of Minutes -

Safety Committee Minutes - Page 3

3. Safety Committee Work Plan

Safety Cmte Work Plan 2022 - Page 6

4. Safety Metrics

May

MNR Safety Metrics - Page 8

LIRR Safety Metrics - Page 9

B&T Safety Metrics - Page 10

NYCT Safety Metrics - Page 11

C&D Safety Metrics - Page 12

April

MNR Safety Metrics - Page 14

LIRR Safety Metrics - Page 15

B&T Safety Metrics - Page 16

NYCT Safety Metrics - Page 17

5. Committee Presentation

Homeless Outreach Program Update

Grade Crossing Improvement Projects

GradeXingImprovementProgram - Page 18

Date of Next Meeting: November 21, 2022

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

**Monday, April 25, 2022
1:45 PM**

The following Board Members were present (*Attended remotely):

**Hon. Janno Lieber, Chair
Hon. Andrew Albert
Hon. Norman Brown
Hon. Gerard Bringmann
Hon. Lorraine Cortes-Vazquez
Hon. Michael Fleischer
Hon. Haeda Mihaltses
Hon. Vincent Tessitore*
Hon. Neal Zuckerman**

The following Board Members were absent:

**Hon. Kevin S. Law
Hon. John Samuelsen**

The following agency safety officers were present in person or by video conference:
Patrick Warren, Metropolitan Transportation Authority, Headquarters (“MTAHQ”)
Carl Hamann, Metropolitan Transportation Authority, Headquarters (“MTAHQ”)
Robert Diehl, MTA New York City Transit (“NYCT”)
Loretta Ebbighausen, MTA Long Island Rail Road (“LIRR”)
Shelly Prettyman, Metro-North Railroad (“MNR”)
Eric Osnes, MTA Bridges and Tunnels (“B&T”)
Chief Sean Montgomery, MTA Police (“MTAPD”)

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

Chair Lieber asked Patrick Warren if there were any public speakers.

PUBLIC SPEAKERS’S SESSION

The following public speakers commented:

Lisa Daglian, PCAC
Jason Anthony, ALU
Murray Bodin, Concerned Grandparents
Charlton D’Souza, Passengers United
Christopher Greif, PCAC

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 January 2022 Safety Committee were approved.

SAFETY COMMITTEE WORK PLAN

Chair Lieber asked if there any changes to the work plan. Patrick Warren stated track intrusion was removed from the work plan after being covered during last month's board cycle.

Chair Lieber turned the meeting over to Patrick Warren to start the Safety Committee meeting take us through today's program.

SAFETY POLICY:

Mr. Warren stated that the safety statistics can be viewed in the Committee Book starting on page 8 and have been discussed in the agency committee meetings citing a slight uptick due to slips, trips and falls.

Mr. Warren stressed the continued importance of Safety & Security across the system due to recent activity across the system and the importance of CCTV across the system.

Mr. Warren then moved onto Covid pandemic discussing the current number of cases and the currently Federal mask mandate that remains in place for public transit.

Mr. Warren went on the discuss the legalization of Marijuana and its impact on the MTA. In short, the MTA's stance on the use of Marijuana has not changed. The Federal government has not changed its regulations regarding the use of Marijuana and other illicit drugs.

Board Member Zuckerman asked about customers on outdoors platform smoking. Mr. Warren stated smoking is prohibited throughout the system, including the platform.

Board Member Fleisher asked a question what the MTA does about testing its employees. Mr. Warren went to describe some of the testing that happens across the MTA.

Mr. Warren went onto discuss Police Reform here at the MTA. Mr. Warren described the four state requirements that the MTAPD voluntarily complied with.

Chair Lieber commented how leadership has asked the MTAPD to take on additional tasks working the NYPD at the end of line subway stations as well as additional train patrol on our commuter railroads to become more visible in the system.

Board Member Bringmann commented on the safety at Penn Station and asked Mr. Warren to fill in the other board members on the activities there. Mr. Warren responded to Board Member Bringmann's comment citing the complexities that exist at Penn Station and the significant effort that the MTA and its partners are implementing there.

Chair Lieber commented on some of the activities at Penn and what we control within the LIRR space.

Board Member Tessitore asked Mr. Warren if we can reinforce the issue on Marijuana use in relation to the FRA Drug & Alcohol testing. Asked if we could do an information piece. Mr. Warren stated yes, we will get on that.

Please refer to the video recording of the meeting produced by the MTA and maintained in MTA records for the content of the speaker's presentation and detailed comments.

ADJOURNMENT

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

2022 Safety Committee Work Plan

I. RECURRING AGENDA ITEMS

<u>Topic</u>	<u>Responsibility</u>
Public Comments	Committee Chair & Members
Approval of Minutes	Committee Chair & Members
Committee Work Plan	Committee Chair & Members

II. SPECIFIC AGENDA ITEMS

Responsibility

January 2022

- | | |
|---------------------------------|-----------------------------------|
| - Approval of 2022 Work Plan | MTA Chief Safety & Security |
| - COVID-19 Update | MTA Chief Safety & Security |
| - Security Grant Program Update | MTA Office of Security Operations |

April 2022

- | | |
|------------------------|------------------------------|
| - Marijuana Policy | MTA Corporate Health Officer |
| - Police Reform Update | MTA Chief Safety & Security |

July 2022

- | | |
|---------------------------------------|---------------------------------|
| - Homeless Outreach Program Update | MTA Chief Safety & Security |
| - Grade Crossing Enhancement Projects | MTA Office of Safety Management |

November 2022

- | | |
|-------------------------------------|------------------------------|
| - Drug & Alcohol Program Statistics | MTA Corporate Health Officer |
| - CCTV Cameras Update | MTA Chief Safety & Security |
| - NTSB Recommendations Update | MTA Chief Safety & Security |

Detailed Summary

I. RECURRING AGENDA ITEMS

Approval of Minutes

The Committee Chair will request a motion to approve the minutes of the prior meeting of the Safety Committee.

Committee Work Plan

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

II. SPECIFIC AGENDA ITEMS

January 2022

Approval of the 2022 workplan

The committee will receive a discussion on the 2022 workplan and be asked to approve.

Covid-19 Update

The committee will be briefed on Covid-19 related activities.

Security Grant Program Update

The committee will be briefed on the Security Grant Program.

April 2022

Marijuana Policy

The committee will receive a briefing on the MTA's Marijuana Policy.

Police Reform Update

The committee will receive a briefing on Police Reform.

July 2022

Homeless Outreach Program Update

The committee will receive a report on the Homeless Outreach Program.

Grade Crossing Enhancement Projects

The committee will be briefed on the railroad Grade Crossing Enhancement Projects.

November 2022

Drug & Alcohol Program Statistics

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

CCTV Cameras Update

The committee will receive an update on CCTV Cameras.

NTSB Recommendations Update

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

May 2022 Safety Report

Performance				
Performance Indicator	12-Month Average			
	June 2019 - May 2020	June 2020 - May 2021	June 2021 - May 2022	
FRA Reportable Customer Injury Rate per Million Customers	1.01	2.40	1.97	
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours ¹	1.87	1.96	2.16	
	2021		2022	
	May	Year to Date	May	Year to Date
Grade Crossing Incidents ²	0	0	1	1
Mainline FRA Reportable Train Derailments	0	0	0	0
Mainline FRA Reportable Train Collisions	0	0	0	0

¹ Due to a global issue impacting the Metropolitan Transportation Authority (MTA)'s time keeping system, employee hours of work were estimated for December 2021 - May 2022. The MTA is working to correct the problem and will update the affected employee injury rates after it is resolved.

² Per FRA - Any impact between railroad on-track equipment and a highway user at a highway-rail grade crossing. The term "highway user" includes automobiles, buses, trucks, motorcycles, bicycles, farm vehicles, pedestrians, and all other modes of surface transportation motorized and un-motorized.

Leading Indicators				
Safety Training	2021		2022	
	May	Year to Date	May	Year to Date
First Responders Trained	148	498	194	860
Employee Safety Training Courses	135	210	179	285
Employees Trained	1,288	3,738	1,329	3,774
Employee Safety Training Hours	14,790	69,225	20,704	134,498
Customer and Community: Focus on Grade Crossings				
Broken Gates	1	4	1	10
MTA Police Details	28	127	40	221
Summonses	88	295	120	681
Warnings	33	99	46	248
Community Education and Outreach (Events)	1,300	2,950	12,787	23,953
Community Education and Outreach (Web/Social Media)	8,825	27,305	31,110	132,979

Definitions

First Responders Trained - The number of first responders trained by MNR Emergency Management to assist in crisis events, such as train evacuation.

Employee Safety Training Courses - The number of distinct safety-related courses offered, including technical courses that have a safety element. Repeats are excluded so that each course is counted only once.

Employees Trained - The number of unique employees that attended one or more of these safety-related courses.

Employee Safety Training Hours - The total hours of training completed by employees in all safety-related courses attended.

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

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

Summonses - The number of violations issued to a motorist for going around a crossing gate or due to behavior that put the motorist at risk (e.g., cell phone use).

Warnings - The number of warnings issued to motorists due to behavior that put the motorist at risk (e.g., cell phone use).

Community Education and Outreach (Events) - The number of individuals who participated in live or virtual TRACKS events.

Community Education and Outreach (Web/Social Media) - The number of contacts made through the TRACKS web site and MTA social media platforms.

May 2022 Safety Report

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

Performance					
Performance Indicator	12-Month Average				
	June 2019 - May 2020	June 2020 - May 2021	June 2021 - May 2022		
FRA Reportable Customer Accident Rate per Million Customers	2.5	4.39	2.23		
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours ¹	3.42	3.78	4		
		2021		2022	
		May	Year to Date	May	Year to Date
Grade Crossing Incidents ²	1	4		1	5
Mainline FRA Reportable Train Derailments	1	1		0	0
Mainline FRA Reportable Train Collisions	0	1		0	0

¹ Due to a global issue impacting the Metropolitan Transportation Authority (MTA)'s time keeping system, employee hours of work were estimated for January 2022. The MTA is working to correct the problem and will update the affected employee injury rates after it is resolved.

² Per FRA - Any impact between railroad on-track equipment and a highway user at a highway-rail grade crossing. The term "highway user" includes automobiles, buses, trucks, motorcycles, bicycles, farm vehicles, pedestrians, and all other modes of surface transportation motorized and un-motorized.

Leading Indicators				
Focus on Safety Training	2021		2022	
	May	Year to Date	May	Year to Date
First Responders Trained	5	188	183	468
Employee Safety Training Courses	55	288	58	447
Employees Trained	875	3,332	859	7,693
Employee Safety Training Hours	11,246	45,680	11,637	88,853
Customer and Community	May	Year to Date	May	Year to Date
Broken Gates	9	35	2	27
MTA Police Details	50	390	31	132
Summons	198	1221	149	621
Warnings	71	556	49	167
Arrests	0	1	0	0
Community Education and Outreach	2124	12,483	5,759	19,176
Community Education and Outreach via Social Media	54,447	356,578	33,930	225,683

Definitions:

First Responders Trained - The number of first responders trained to assist in crisis events.

Employee Safety Training Courses - The number of distinct safety-related courses offered, including technical courses that have a safety element. Repeats are excluded so that each course is counted only once.

Employees Trained - The number of unique employees that attended one or more of these safety-related courses.

Employee Safety Training Hours - The total hours of training completed by employees in all safety-related courses attended.

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

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

Summons for Grade Crossing Violation and other Infractions- The number of violations issued to a motorist for going around a crossing gate or due to behavior that put the motorist at risk (i.e. cell phone use, etc.).

May 2022 Safety Report

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

Performance Indicator				
Performance Indicator	12-Month Average			
	June 2019 - May 2020	June 2020 - May 2021	June 2021 - May 2022	
Customer Collisions Rate per Million Vehicles	5.82	3.89	4.02	
Customer Injury Collisions Rate per Million Vehicles	0.90	0.62	0.74	
Employee Accident Reports	167	150	124	
Employee Lost Time Injuries Rate per 200,000 Hours Worked	5.4	6.5	5.0	
Leading Indicators				
Roadway Safety	2021		2022	
	May	Year End	May	Year to Date
Workforce Development (# of Participants)	0	0	87	277
Fleet Preventative Maintenance Insp.	123	1559	137	666
Safety Taskforce Inspections	1	14	2	6
Fire Safety	May	Year End	May	Year to Date
Fire Code Audits Completed	1	14	1	5
FDNY Liaison Visits	0	34	2	14

Definitions:

Workforce Development provides for focused safety and skills training to all operations, maintenance and staff personnel. Classes feature OSHA 10 and 30 Classes, operations mandatory safety and skills instruction and retraining and specialty training (TMS, CDL, FDNY instruction, Wrecker Driver Instruction and Roadway Safety Rules).

Fleet Preventative Maintenance Inspections are conducted at each location to improve the customer and worker safety environment. Inspections identify potential hazardous roadway or facility conditions and prescribe corrective actions to eliminate hazards.

Safety Taskforce Inspections are conducted by the joint Labor and Management Committee at each facility throughout the year on a rotating basis. The inspections consist of reviewing past accident and incident experiences/reports and facility safety reports. The Taskforce meets with location management and union representatives and makes a complete tour of the facility. The Taskforce is comprised of representatives of the Safety and Operations groups and has representation from each of the represented unions.

Fire Code Audits are required by the NYS Uniform Fire Prevention Code. They are conducted by the Safety and Health Department at each building and facility throughout the Agency. They feature a review of fire prevention activities and the condition of fire fighting and suppression equipment.

FDNY Liaison Visits are conducted on a regular basis (typically twice a year) whereby local fire companies visit and tour the facilities to become familiar with the structures and buildings and the fire equipment provided. This facilitates the development of strategies for fighting fires and responding to emergencies. Additionally, special drills and training exercises are conducted to drill on communications and special rescue operations should they be required.

Monthly Operations Report May 2022

Statistical results for the 12-Month period are shown below

Safety Report				
Performance Indicators		12-Month Average		
		Jun 19 - May 20	Jun 20 - May 21	Jun 21 - May 22
Subways				
Subway Customer Accidents per Million Customers ¹		2.95	5.61	3.72
Subway Collisions ²				
Total		3	1	4
Mainline		0	0	0
Yard		3	1	4
Subway Derailments ²				
Total		6	12	6
Mainline		3	3	1
Yard		3	9	5
Subway Fires ²		790	990	1,153
Buses				
Bus Collisions Per Million Miles		49.22	43.76	57.20
Bus Collision Injuries Per Million Miles		5.82	4.76	6.09
Bus Customer Accidents Per Million Customers ¹ Regional*		1.52	1.89	1.88
Total NYCT and MTA Bus Lost Time Accidents per 100 Employees ¹		5.23	4.77	4.87

¹ 12-month Average data from May through April.

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

* = Due to the implementation of rear door boarding and suspension of fare collection to protect frontline employees from the spread of COVID-19, AFC (MetroCard and OMNY) was not used from March 23, 2020, to August 30, 2020, to determine ridership. During this time, ridership was estimated using Automated Passenger Counter (APC) data.

Leading Indicators				
Subways	May	YTD	Goal	YTD as % of Goal
Roadway Worker Protection				
Joint Track Safety Audits -- Actual Count	31	146	340	42.9%
Joint Track Safety Audits -- Compliance Rate	99.3%	99.0%	100.0%	99.0%
Mainline Collision/Derailment Prevention				
Continuous Welded Rail Initiative (# of Track Feet)	2,340	9,314	10,758	86.6%
Friction Pad Installation	601	8,960	22,000	40.7%
Buses	May	YTD	Goal	YTD as % of Goal
Collision Prevention				
Audible Pedestrian Turn Warning System	42	266	800	33.3%
Vision Zero Employee Training*	511	1,027	4,500	22.8%

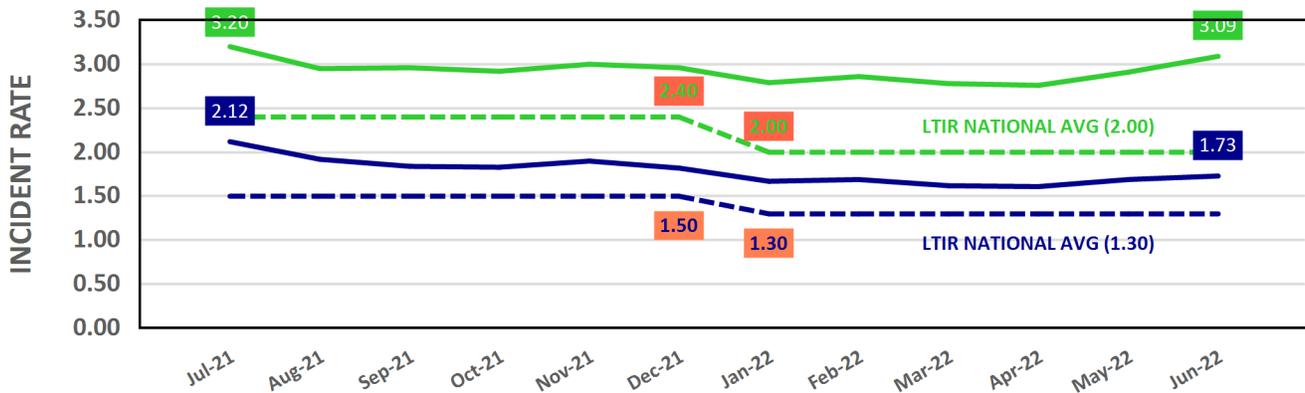
* = No classes were offered from January 6-April 3, 2022, due to Omicron Variant and Employee Availability.

All MTACD

TOTAL RECORDABLE INCIDENT RATE (TRIR) & LOST TIME INCIDENT RATE (LTIR)

BLS TRIR reduced 2.40 (2021) to 2.00 (2022)

BLS TRIR reduced 1.50 (2021) to 1.30 (2022)



LTIR	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Rate Average
2021	2.70	2.70	2.58	2.61	2.57	2.38	2.12	1.92	1.84	1.83	1.90	1.82	2.25
2022	1.67	1.69	1.62	1.61	1.69	1.73							1.67

TRIR	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Rate Average
2021	3.72	3.68	3.59	3.66	3.64	3.47	3.20	2.95	2.96	2.92	3.00	2.96	3.31
2022	2.79	2.86	2.78	2.76	2.91	3.09							2.87

		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2021	LaborHour	818,150	851,305	907,136	857,155	839,911	815,849	775,364	782,919	735,024	804,196	757,150	708,552	9,652,712
	LT	10	8	10	6	6	4	2	8	8	16	4	6	88
	TR	6	2	4	6	7	2	4	1	4	10	6	3	55
2022	LaborHour	612,391	626,270	688,869	684,958	670,655	686,182							3,969,325
	LT	1	7	5	4	8	5							30
	TR	4	3	2	5	9	7							30

SAFETY NARRATIVE

INCIDENTS (YTD) Thirty (30) Lost Time and Thirty (30) Recordable

- The number of reported incidents resulting in Lost Time (LT) injuries YTD are 31% lower than the same reporting period of 2021 (30 / 44).
- The number of reported incidents resulting in Recordable (TR) injuries YTD are 11% higher than the same reporting period of 2021 (30 / 27).
- The calculated reported LT and TR Incidence Rates remain below the calculated rates over the same reporting period last year (LT 27% lower and TR 11% lower)

AUDITS / SAFETY ASSESSMENTS: INTERNAL – 1,174 EXTERNAL – 2,768 (699 Third-Party Safety Consultants; 2,069 OCIP Visits)

- Overall Safety Hazards identified during project safety assessments / inspections include Housekeeping, Stairs & Ladders, Electrical, General Supervision & Organization and Site Security/Public Protection.
- Top Positive Findings observed during project safety visits include General Safety, PPE, Safety Systems, Supervision/Organization, Hand & Power Tools, Electrical Safety and Fire Prevention/Protection.

TRENDS:

- The number of reported Contractor Incidents increased in May and June of 2022 over the same period of 2021 (LT 10 / 13, up 30%; TR 9 / 16, up 78%), this combined with a 22% reduction in reported Contractor labor hours for the January June reporting period is contributing to the slight increase in the calculated Incidence Rates
- A review of the reported incidents for the first half of 2022 shows that Slips, Trips, and Falls remain the leading cause of LT incidents (47%). Followed by Strains & Sprains (23%), Struck By (20%) and Others (10%)
- The breakdown for the trades involved in the reported LT's for 2022 YTD are; Electrician - 13 (43%); Laborer - 10 (33%); Iron Worker - 4 (13%); Other - 3 (10%)

ACTIONS:

- C&D Safety continues to increase the number of randomized Safety Inspections throughout C&D projects. However, due to staffing challenges, vetting the number of project Safety Submittals continue to hinder this effort.
- PMT's throughout the MTA C&D Business Units and Integrated Projects, are continually reminded of the need for their offices to continue being active participants in ensuring safety compliance and oversight of projects.
- The AECOM Safety Assessment Initiative continues to progress. Assessments have been completed on projects within 4 C&D BU's. The Team is moving onto B&T for Project Meetings and Site Observations. AECOM safety assessment kickoff meetings were conducted with four (4) BT selected projects staff to highlight goals and expectations. Site visit schedules were finalized and AECOM continues to work with B&T Safety and the PMT's. The AECOM Team continues to review project safety deliverables with the project teams, Contractor, PMC and MTA C&D Project Management. The Digital Solution component of the initiative continues to progress.
- B&T Safety Management will be targeting Material Handling in next quarter.
- During June, B&T BU staff total safety and health training hours were 501 hours.
 - Twenty-three (23) B&T BU staff completed NYC 8-hour Fall Prevention Safety Training courses.
 - Six (6) B&T BU staff completed Fall Arrest Equipment Donning & Doffing Training Certification. These participants were observed successfully applying the knowledge and skills to safely perform fall preventive procedures/practices
- C&D Safety is meeting with various NYCT committees to assist with the planning of work requiring Operational Support to assure that projects begin as close to schedule as possible.
- A Safety Focus Day, was held across the LIRR BU and PCEO's were reminded to ask questions and report items of concern during job safety briefings and when conditions change
- On the ESA project, Safety Quality Plus is on-site as third party for LIRR performing site inspections of; doors to RoW to ensure they are secured, Signage is posted, workers in field have ILRA training and the updated SWP's including RoW safety information are in the field for review
- The ESA Safety Team continues to issue Rail Activation Bulletins to project and Contractor teams advising of areas of Train Movement and Rail Energizations where access to the RoW, bench wall and rooms adjacent to the bench wall/ RoW is strictly prohibited
- On the Harold regional project, CH-058B - Worked with OCIP team and Contractor (RMJV) to address fall protection issues during concrete pours at pit excavations. Field audit of Contractors process was conducted on 6/17/22 during concrete pour, all previous concerns were addressed and SWP will be revised by the Contractor to reflect amended means and methods going forward.

April 2022 Safety Report

Performance				
Performance Indicator	12-Month Average			
	May 2019 - April 2020	May 2020 - April 2021	May 2021 - April 2022	
FRA Reportable Customer Injury Rate per Million Customers	1.01	2.41	1.90	
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours ¹	1.83	2.00	2.04	
	2021		2022	
	April	Year to Date	April	Year to Date
Grade Crossing Incidents ²	0	0	0	0
Mainline FRA Reportable Train Derailments	0	0	0	0
Mainline FRA Reportable Train Collisions	0	0	0	0

¹ Due to a global issue impacting the Metropolitan Transportation Authority (MTA)'s time keeping system, employee hours of work were estimated for December 2021 - April 2022. The MTA is working to correct the problem and will update the affected employee injury rates after it is resolved.

² Per FRA - Any impact between railroad on-track equipment and a highway user at a highway-rail grade crossing. The term "highway user" includes automobiles, buses, trucks, motorcycles, bicycles, farm vehicles, pedestrians, and all other modes of surface transportation motorized and un-motorized.

Leading Indicators				
Safety Training	2021		2022	
	April	Year to Date	April	Year to Date
First Responders Trained	148	350	142	666
Employee Safety Training Courses	124	177	156	271
Employees Trained	1,140	3,153	1,289	3,321
Employee Safety Training Hours	15,453	54,556	27,317	113,025
Customer and Community: Focus on Grade Crossings				
Broken Gates	1	3	5	9
MTA Police Details	20	99	45	181
Summonses	44	207	154	561
Warnings	17	66	58	202
Community Education and Outreach (Events)	1,050	1,650	7,760	11,166
Community Education and Outreach (Web/Social Media)	6,733	18,480	24,574	101,869

Definitions

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

Summonses - The number of violations issued to a motorist for going around a crossing gate or due to behavior that put the motorist at risk (e.g., cell phone use).

Warnings - The number of warnings issued to motorists due to behavior that put the motorist at risk (e.g., cell phone use).

Community Education and Outreach (Events) - The number of individuals who participated in live or virtual TRACKS events.

Community Education and Outreach (Web/Social Media) - The number of contacts made through the TRACKS web site and MTA social media platforms.

April 2022 Safety Report

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

Performance					
Performance Indicator	12-Month Average				
	May 2019 - April 2020	May 2020 - April 2021	May 2021 - April 2022		
FRA Reportable Customer Accident Rate per Million Customers	2.47	4.52	2.48		
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	3.39	3.6	3.99		
		2021		2022	
		April	Year to Date	April	Year to Date
Grade Crossing Incidents ¹	0	3		0	5
Mainline FRA Reportable Train Derailments	0	0		0	0
Mainline FRA Reportable Train Collisions	1	1		0	0

¹ Per FRA - Any impact between railroad on-track equipment and a highway user at a highway-rail grade crossing. The term "highway user" includes automobiles, buses, trucks, motorcycles, bicycles, farm vehicles, pedestrians, and all other modes of surface transportation motorized and un-motorized.

* One event resulted in 2 FRA required reports.

Leading Indicators				
Focus on Safety Training	2021		2022	
	April	Year to Date	April	Year to Date
First Responders Trained	129	183	109	285
Employee Safety Training Courses	68	233	86	389
Employees Trained	869	2,457	794	6,834
Employee Safety Training Hours	11,471	34,434	19,314	77,216
Customer and Community: Focus on Grade Crossings	April	Year to Date	April	Year to Date
Broken Gates	5	26	3	25
MTA Police Details	75	340	29	101
Summons	252	1,023	127	472
Warnings	111	485	43	118
Arrests	0	1	0	0
Community Education and Outreach	2,098	10,359	2,646	13,417
Community Education and Outreach via Social Media	65,704	302,131	41,330	191,753

Definitions:

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Employees Trained - The number of unique employees that attended one or more of these safety-related courses.

Employee Safety Training Hours - The total hours of training completed by employees in all safety-related courses attended.

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

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

Summons for Grade Crossing Violation and other Infractions- The number of violations issued to a motorist for going around a crossing gate or due to behavior that put the motorist at risk (i.e. cell phone use, etc.).

Warnings - The number of warnings issued to motorists due to behavior that put the motorist at risk (i.e. cell phone use, etc.).

Community Education and Outreach - The number of participants who participated in live or virtual TRACKS Events.

Community Education and Outreach Web/Social Media - The number of contacts made through the TRACKS website and MTA social media platforms.

April 2022 Safety Report

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

Performance Indicator				
Performance Indicator	12-Month Average			
	May 2019 - April 2020	May 2020 - April 2021	May 2021 - April 2022	
Customer Collisions Rate per Million Vehicles	6.06	3.84	4.03	
Customer Injury Collisions Rate per Million Vehicles	0.87	0.63	0.72	
Employee Accident Reports	186	144	130	
Employee Lost Time Injuries Rate per 200,000 Hours Worked	6.2	5.9	5.5	
Leading Indicators				
Roadway Safety	2021		2022	
	April	Year End	April	Year to Date
Workforce Development (# of Participants)	0	0	42	190
Fleet Preventative Maintenance Insp.	102	1559	124	529
Safety Taskforce Inspections	1	14	1	4
Fire Safety	April	Year End	April	Year to Date
Fire Code Audits Completed	1	14	1	4
FDNY Liaison Visits	14	34	11	12

Definitions:

Workforce Development provides for focused safety and skills training to all operations, maintenance and staff personnel. Classes feature OSHA 10 and 30 Classes, operations mandatory safety and skills instruction and retraining and specialty training (TMS, CDL, FDNY instruction, Wrecker Driver Instruction and Roadway Safety Rules).

Fleet Preventative Maintenance Inspections are conducted at each location to improve the customer and worker safety environment. Inspections identify potential hazardous roadway or facility conditions and prescribe corrective actions to eliminate hazards.

Safety Taskforce Inspections are conducted by the joint Labor and Management Committee at each facility throughout the year on a rotating basis. The inspections consist of reviewing past accident and incident experiences/reports and facility safety reports. The Taskforce meets with location management and union representatives and makes a complete tour of the facility. The Taskforce is comprised of representatives of the Safety and Operations groups and has representation from each of the represented unions.

Fire Code Audits are required by the NYS Uniform Fire Prevention Code. They are conducted by the Safety and Health Department at each building and facility throughout the Agency. They feature a review of fire prevention activities and the condition of fire fighting and suppression equipment.

FDNY Liaison Visits are conducted on a regular basis (typically twice a year) whereby local fire companies visit and tour the facilities to become familiar with the structures and buildings and the fire equipment provided. This facilitates the development of strategies for fighting fires and responding to emergencies. Additionally, special drills and training exercises are conducted to drill on communications and special rescue operations should they be required.

Monthly Operations Report April 2022

Statistical results for the 12-Month period are shown below

Safety Report				
Performance Indicators		12-Month Average		
		May 19 - Apr 20	May 20 - Apr 21	May 21 - Apr 22
Subways				
Subway Customer Accidents per Million Customers ¹		2.86	5.96	3.82
Subway Collisions ²				
Total		2	2	4
Mainline		0	0	0
Yard		2	2	4
Subway Derailments ²				
Total		8	10	7
Mainline		3	3	1
Yard		5	7	6
Subway Fires ²		757	960	1,171
Buses				
Bus Collisions Per Million Miles Regional		51.20	42.35	56.36
Bus Collision Injuries Per Million Miles Regional		6.18	4.66	6.05
Bus Customer Accidents Per Million Customers ¹ Regional*		1.50	1.91	1.87
Total NYCT and MTA Bus Lost Time Accidents per 100 Employees ¹		5.08	4.84	4.83

¹ 12-month Average data from April through March.

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

* = Due to the implementation of rear door boarding and suspension of fare collection to protect frontline employees from the spread of COVID-19, AFC (MetroCard and OMNY) was not used from March 23, 2020, to August 30, 2020, to determine ridership. During this time, ridership was estimated using Automated Passenger Counter (APC) data.

Leading Indicators				
Subways	April	YTD	Goal	YTD as % of Goal
Roadway Worker Protection				
Joint Track Safety Audits -- Actual Count	24	115	340	33.8%
Joint Track Safety Audits -- Compliance Rate	98.9%	98.9%	100.0%	98.9%
Mainline Collision/Derailment Prevention				
Continuous Welded Rail Initiative (# of Track Feet)	1,485	6,974	10,758	64.8%
Friction Pad Installation	1,875	8,359	22,000	38.0%
Buses	April	YTD	Goal	YTD as % of Goal
Collision Prevention				
Audible Pedestrian Turn Warning System	64	224	800	28.0%
Vision Zero Employee Training*	470	518	4,500	11.5%

* = No classes were offered from January 6-April 3, 2022, due to Omicron Variant and Employee Availability.

Grade Crossing Safety Improvement Program



MTA Safety & Security Office

July 2022



Grade Crossing Inspections

- Regular grade crossing safety improvement inspections throughout LIRR and MNR territories.
- NYSDOT, municipalities, railroad and HQ safety teams are engaged and actively take part in inspections.



Grade Crossing Inspections

- Findings and recommendations.
- Safety improvement projects and grant funding.



Grade Crossing Grant Projects

Total
\$40M



2016 FRA 3 Grants Grade Crossing Safety Improvements – \$11.3M

2020 FHWA/CARSI Grant - Grade Crossing Safety Improvements (9 - MNR crossings) - \$22M

2021 FRA/CRISI Grant – MNR Hudson Avenue Grade Crossing Safety Improvements – \$2.5M

Section 130 Grants – LIRR and MNR - \$3.4M

Grade Crossing Projects - Future



2022 FHWA/CARSI Grant
Project Round 2 – Grade
Crossing Safety Improvements
at (9) LIRR and (5) MNR
crossings– \$21.5M

Railroad Crossing Elimination
(RCE) Grant Program - \$573M
available FFY 2022. Maximum
state award (~\$115M)

Long Island Rail Road

Lori Ebbighausen

Vice President and Chief Safety Officer

LIRR Corporate Safety



LIRR Grade-Crossing Statistics

	2020	2021	2022	
			May	January - May
Non-Reportable Grade-Crossing Incidents¹	62	40	1	9
Reportable Grade-Crossing Incidents²	6	8	1	5
Grade-Crossing Fatalities	2	7	0	0

¹ Includes incidents where a vehicle or trespasser caused an interruption of grade-crossing warning devices that did not reach the level of reportable to FRA, yet caused delays within the railroad.

² FRA requires any impact, regardless of severity, between a railroad on-track equipment consist and any user of a public or private crossing site, is to be reported. The crossing site includes sidewalks and pathways.



Crossings

Crossing Type	ENS Sign	Passive Warning	Active Warning	Total
Public Highway-Rail	0	4	267	271
Private Highway-Rail	35	2	7	44



Four E's

- Education
- Enforcement
- Engineering
- Elimination



Education



- Classroom and Virtual Presentations
- Operation Lifesaver and Special Events
- Social Media
- Annual School Contest
- Safety Superhero
- MTA Police and Explore
- Grant Funding

Safety Sam



Don't Be Hasty Follow Train Safety

MTA Long Island Rail Road

**Together
Railroads
And
Communities
Keeping
Safe**

A Community Outreach Program



Enforcement

MTA Police	2020	2021	2022	
			May	January - May
Details	720	654	31	132
Warnings	956	868	49	167
Summons	2,744	2,442	149	621
Arrests	0	1	0	0

New York Vehicle & Traffic Law
Sec. 1170
Obedience to Signal Indicating Approach of Train



Engineering

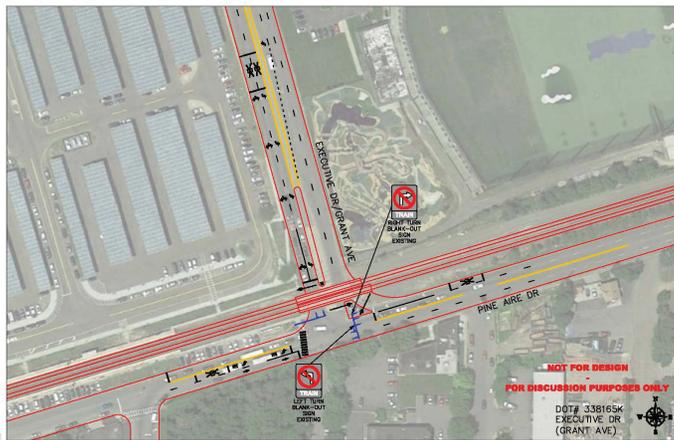
Executive Drive – Deer Park



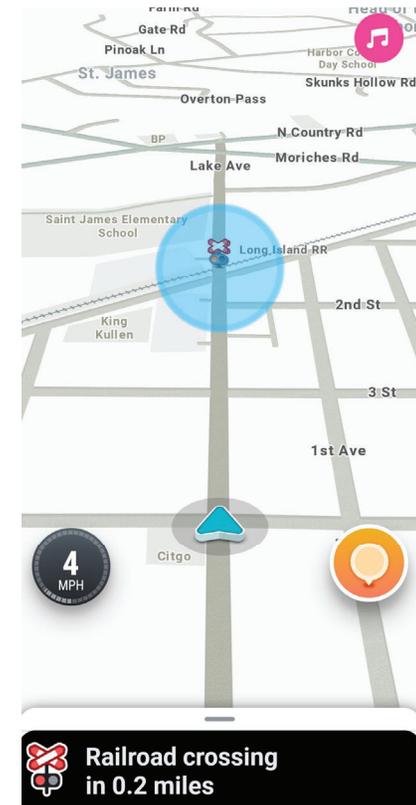
Phase 1



Phase 2



2020 WAZE Permanent Hazard Icon



Elimination



Covert Avenue Grade Crossing Elimination

The elimination of the Covert Avenue grade crossing will alleviate both train congestion and vehicular traffic as well as enhance safety.



Main Street Grade Crossing Elimination

The elimination of the Main Street grade crossing will alleviate train and vehicular traffic and enhance safety.



New Hyde Park Road Grade Crossing Elimination

The New Hyde Park Road grade crossing is being eliminated to alleviate train and vehicular traffic and enhance safety.



School Street Grade Crossing Elimination

The School Street grade crossing is being eliminated to alleviate train and vehicular traffic and to increase safety.



South 12th Street Grade Crossing Elimination

Vehicular traffic crossing the LIRR tracks at the South 12th Street grade crossing will be permanently closed and redirected.



Urban Avenue Grade Crossing Elimination

The Urban Avenue grade crossing is being eliminated to alleviate both train congestion and vehicular traffic as well as enhance safety.



Willis Avenue Grade Crossing Elimination

The Willis Avenue grade crossing is being eliminated to alleviate train and vehicular congestion and improve safety.



Metro-North Railroad

Shelley Prettyman

Vice President

MNR Office of System Safety



MNR Grade-Crossing Statistics

	2019	2020	2021	2022	
				May	Year to Date
Non-Reportable Grade-Crossing Incidents¹	27	20	14	1	10
Reportable Grade-Crossing Incidents²	2	1	2	1	1
Grade-Crossing Fatalities	0	0	0	1³	1³

¹ Includes incidents where a vehicle or trespasser caused an interruption of grade-crossing warning devices that did not reach the level of reportability to FRA, yet caused delays within the railroad (referred to as Broken Gates).

² FRA requires any impact, regardless of severity, between a railroad on-track equipment consist and any user of a public or private crossing site, to be reported. The crossing site includes sidewalks and pathways.

³ Incident is under investigation by MTA PD.



MNR Grade Crossings

Crossing Type	Passive Warning	Active Warning	Total
Public Highway-Rail	3	71	74
Private Highway-Rail	25	9	34



MNR Grade Crossing Improvements 2019-2022

- Resurfacing and drainage improvements
- Completion of delineator installations
- Signal circuitry improvements and equipment installations
- Improvements to pedestrian pathways



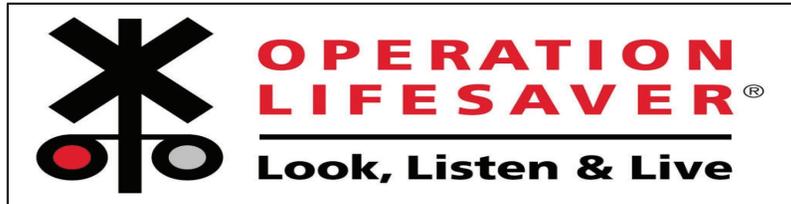
MNR Planned Grade Crossing Improvements

- Continuation of resurfacing, drainage, signal circuitry, and other improvements
- Progression of grant-funded projects
- Ongoing maintenance



MNR Education and Enforcement

- TRACKS
- Operation LifeSaver
- International Level Crossing Awareness Day (ILCAD) – June 9, 2022



MNR Education and Enforcement

MTA Police Enforcement	2020	2021	2022	
			May	January - May
Details	227	391	40	221
Warnings	204	346	46	248
Summons	630	922	120	681
Arrests	1	0	0	0

