



**Metropolitan Transportation Authority**

# **Safety Committee Meeting April 2022**

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## **Committee Members**

J. Lieber, Chair

A. Albert

N. Brown

L. Cortes-Vazquez

M. Fleischer

K. Law

H. Mihaltses

J. Samuelson

V. Tessitore

N. Zuckerman

# **Safety Committee Meeting**

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

**Monday, 4/25/2022  
1:45 - 2:30 PM 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 - DRAFT**

### **February**

*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*

### **January**

*MNR Safety Metrics - Page 23*

*LIRR Safety Metrics - Page 24*

*NYCT Safety Metrics - Page 25*

*B&T Safety Metrics - Page 26*

## **5. Committee Presentation - DRAFT**

*Safety Committee Brief April 2022 - Page 27*

### **Marijuana Policy**

### **Police Reform Update**

Date of Next Meeting: July 2022

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

**Monday, January 24, 2022  
8:30 AM**

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

**Hon. Janno Lieber, Chair  
Hon. Andrew Albert\*  
Hon. Norman Brown  
Hon. Lorraine Cortes-Vazquez\*  
Hon. Robert Linn  
Hon. Vincent Tessitore  
Hon. Neal Zuckerman**

**The following Board Members were absent:**

**Hon. Michael Fleischer  
Hon. Rhonda Herman  
Hon. Kevin Law  
Hon. Haeda Mihaltses  
Hon. John Samuelson**

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”)  
Peter Kohner, MTA Construction & Development (“C&D”)  
Hon. David Jones; Hon. David Mack; Demetrius Crichlow, Senior Vice President for Subways (“NYCT”) was also in attendance.

**Chair Lieber chaired the January 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

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 September 2021 Safety Committee were approved.

### **SAFETY COMMITTEE WORK PLAN**

Chair Lieber asked if there any changes to the work plan. Patrick Warren stated the new 2022 Work Plan is in the book for approval. The Chair made a motion for approval, a motion was made and seconded. The 2022 Work plan was approved.

Chair Lieber turned the meeting over to Patrick Warren to start the Safety Committee meeting briefing on Track Safety noting that much of the Safety materials are in the book.

### **SAFETY POLICY:**

Mr. Warren briefed on right-of-way safety (track safety).

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.

Board Member Zuckerman asked a question regarding the Safety Culture at transit. Mr. Warren responded to Board Member Zuckerman's question.

Chair Lieber also commented to Board Member Zuckerman's question and asked Demetrious Crichlow to comment.

Demetrious Crichlow commented on an investigation regarding a recent incident and overall track safety.

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.

Mr. Warren went on to comment on what thresholds trigger investigations and the types of investigations.

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.

Chair Lieber commented on the established safety protocols and the importance of how you react when something goes wrong.

Board Member Zuckerman commented on how safety protocols are essential to the culture of safety.

Chair Lieber discussed contractor safety protocols and principals and asked for any other comments from the committee.

Board Member Linn commented on how Safety is paramount, and we need to talk about it in a central way, stressing the importance of frequent Safety Committee discussion. He also commented on page 30 of the committee book which indicates 75% of employees are vaccinated and would like to see the detailed numbers on the calculation.

Chair Lieber responded to Mr. Linn's comment regarding the math and stated we would respond to his question and get the numbers to him in a timely manner.

Board Member Tessitore commented that he is 100% supportive of the vaccine and that he is not labeled as an enemy of the vaccination mission and wants to continue to support Vax or Test program.

Chair Lieber stated Mr. Albert has his hand raised and discussed how we had 700 locations available for testing for our workforce.

Board Member Albert asked how far in advance are they notified that there are workers on the track. Demetrious Crichlow responded to Mr. Albert's question. 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.

### **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

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## I. RECURRING AGENDA ITEMS

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

## II. SPECIFIC AGENDA ITEMS

### 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 Chief Safety & Security |
| - 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 |
| - Clean Energy Program Update         | MTA Office of Sustainability    |

### October 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 MTA 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.

### Clean Energy Program Update

The Committee will receive an update on the Clean Energy Program.

## **October 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.

## February 2022 Safety Report

| Performance   |                            |                            |                            |              |
|---|----------------------------|----------------------------|----------------------------|--------------|
| Performance Indicator   | 12-Month Average           |                            |                            |              |
|   | March 2019 - February 2020 | March 2020 - February 2021 | March 2021 - February 2022 |              |
| FRA Reportable Customer Injury Rate per Million Customers                           | 1.07                       | 2.03                       | 1.75                       |              |
| FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours <sup>1</sup> | 1.97                       | 1.88                       | 2.04                       |              |
|   | 2021                       |                            | 2022                       |              |
|   | February                   | Year to Date               | February                   | Year to Date |
| Grade Crossing Incidents <sup>2</sup>   | 0                          | 0                          | 0                          | 0            |
| Mainline FRA Reportable Train Derailments   | 0                          | 0                          | 0                          | 0            |
| Mainline FRA Reportable Train Collisions  | 0                          | 0                          | 0                          | 0            |

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

<sup>2</sup> 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     |              |
|   | February | Year to Date | February | Year to Date |
| First Responders Trained                            | 0        | 57           | 113      | 352          |
| Employee Safety Training Courses                    | 93       | 129          | 148      | 185          |
| Employees Trained                                   | 1,083    | 1,809        | 1,351    | 1,906        |
| Employee Safety Training Hours                      | 11,292   | 21,710       | 23,184   | 41,307       |
| Customer and Community:<br>Focus on Grade Crossings | 2021     |              | 2022     |              |
|   | February | Year to Date | February | Year to Date |
| Broken Gates  | 0        | 0            | 1        | 4            |
| MTA Police Details                                  | 23       | 32           | 50       | 89           |
| Summonses   | 45       | 74           | 143      | 232          |
| Warnings  | 10       | 23           | 43       | 94           |
| Community Education and Outreach (Events)           | 350      | 600          | 1,250    | 1,959        |
| Community Education and Outreach (Web/Social Media) | 1,038    | 1,571        | 15,397   | 46,053       |

### 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.



# February 2022 Safety Report

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

| <b>Performance</b>  |                            |                            |                            |             |              |
|---|----------------------------|----------------------------|----------------------------|-------------|--------------|
| <b>Performance Indicator</b>  | <b>12-Month Average</b>    |                            |                            |             |              |
|   | March 2019 - February 2020 | March 2020 - February 2021 | March 2021 - February 2022 |             |              |
| FRA Reportable Customer Accident Rate per Million Customers                         | 2.5                        | 4.69                       | 2.74                       |             |              |
| FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours <sup>1</sup> | 3.42                       | 3.47                       | 4.09                       |             |              |
|   |                            | <b>2021</b>                |                            | <b>2022</b> |              |
|   |                            | February                   | Year to Date               | February    | Year to Date |
| Grade Crossing Incidents <sup>2</sup>   |                            | 2                          | 3                          | 3           | 4            |
| 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 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.

| <b>Leading Indicators</b>                         |             |              |             |              |
|---|-------------|--------------|-------------|--------------|
| <b>Focus on Safety Training</b>                   | <b>2021</b> |              | <b>2022</b> |              |
|   | February    | Year to Date | February    | Year to Date |
| First Responders Trained                          | 15          | 50           | 27          | 83           |
| Employee Safety Training Courses                  | 54          | 100          | 108         | 196          |
| Employees Trained                                 | 530         | 885          | 1,002       | 1,925        |
| Employee Safety Training Hours                    | 7,247       | 12,518       | 16,824      | 31,551       |
| <b>Customer and Community:</b>                    | February    | Year to Date | February    | Year to Date |
| Broken Gates                                      | 7           | 14           | 5           | 15           |
| MTA Police Details                                | 79          | 167          | 30          | 40           |
| Summons   | 207         | 455          | 149         | 196          |
| Warnings  | 100         | 225          | 28          | 40           |
| Arrests   | 1           | 1            | 0           | 0            |
| Community Education and Outreach                  | 2,003       | 4,443        | 3,948       | 7,457        |
| Community Education and Outreach via Social Media | 68,579      | 186,994      | 51,383      | 98,607       |

**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.

**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.).

## February 2022 Safety Report

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

| <b>Performance Indicator</b>                                     |                               |                               |                              |
|--|-------------------------------|-------------------------------|------------------------------|
| <b>Performance Indicator</b>                                     | <b>12-Month Average</b>       |                               |                              |
|  | March 2019 -<br>February 2020 | March 2020 -<br>February 2021 | March 2021 -February<br>2022 |
| <b>Customer Collisions Rate per Million Vehicles</b>             | <b>6.20</b>                   | <b>3.87</b>                   | <b>3.90</b>                  |
| <b>Customer Injury Collisions Rate per Million Vehicles</b>      | <b>0.90</b>                   | <b>0.63</b>                   | <b>0.66</b>                  |
| <b>Employee Accident Reports</b>                                 | <b>198</b>                    | <b>137</b>                    | <b>136</b>                   |
| <b>Employee Lost Time Injuries Rate per 200,000 Hours Worked</b> | <b>6.1</b>                    | <b>6.0</b>                    | <b>5.5</b>                   |

| <b>Leading Indicators</b>                        |             |             |             |              |
|--|-------------|-------------|-------------|--------------|
| <b>Roadway Safety</b>                            | <b>2021</b> |             | <b>2022</b> |              |
|  | February    | Year End    | February    | Year to Date |
| <b>Workforce Development (# of Participants)</b> | <b>0</b>    | <b>0</b>    | <b>19</b>   | <b>19</b>    |
| <b>Fleet Preventative Maintenance Insp.</b>      | <b>73</b>   | <b>1559</b> | <b>99</b>   | <b>262</b>   |
| <b>Safety Taskforce Inspections</b>              | <b>0</b>    | <b>14</b>   | <b>0</b>    | <b>0</b>     |
| <b>Fire Safety</b>                               | February    | Year End    | February    | Year to Date |
| <b>Fire Code Audits Completed</b>                | <b>0</b>    | <b>14</b>   | <b>0</b>    | <b>0</b>     |
| <b>FDNY Liaison Visits</b>                       | <b>0</b>    | <b>34</b>   | <b>0</b>    | <b>0</b>     |

### **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 (TIMS, 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.

**Construction Safety Inspections** are conducted by an independent safety monitor to ensure that the necessary components for a safe construction are present. Inspections include review of safety organization, job hazard analysis, safe work plans for specific high risk activities, personal protective equipment, fire protection, industrial hygiene, and training.

**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 February 2022

Statistical results for the 12-Month period are shown below

| Safety Report   |                    |                    |                    |
|---|--------------------|--------------------|--------------------|
| Performance Indicators  | 12-Month Average   |                    |                    |
|   | Mar 19 -<br>Feb 20 | Mar 20 -<br>Feb 21 | Mar 21 -<br>Feb 22 |
| <b>Subways</b>  |                    |                    |                    |
| Subway Customer Accidents per Million Customers <sup>1</sup>              | 2.95               | 4.95               | 4.03               |
| Subway Collisions <sup>2</sup>  |                    |                    |                    |
| <b>Total</b>  | 2                  | 2                  | 2                  |
| Mainline  | 0                  | 0                  | 0                  |
| Yard  | 2                  | 2                  | 2                  |
| Subway Derailments <sup>2</sup>   |                    |                    |                    |
| <b>Total</b>  | 5                  | 10                 | 9                  |
| Mainline  | 1                  | 5                  | 0                  |
| Yard  | 4                  | 5                  | 9                  |
| Subway Fires <sup>2</sup>   | 751                | 922                | 1,101              |
| <b>Buses</b>  |                    |                    |                    |
| Bus Collisions Per Million Miles                      Regional            | 53.88              | 40.36              | 54.14              |
| Bus Collision Injuries Per Million Miles              Regional            | 6.16               | 4.57               | 5.59               |
| Bus Customer Accidents Per Million Customers <sup>1</sup> Regional*       | 1.49               | 1.83               | 1.86               |
|   |                    |                    |                    |
| Total NYCT and MTA Bus Lost Time Accidents per 100 Employees <sup>1</sup> | 4.47               | 5.31               | 4.78               |

<sup>1</sup> 12-month Average data from February through January.

<sup>2</sup> 12-month figures shown are totals rather than averages.

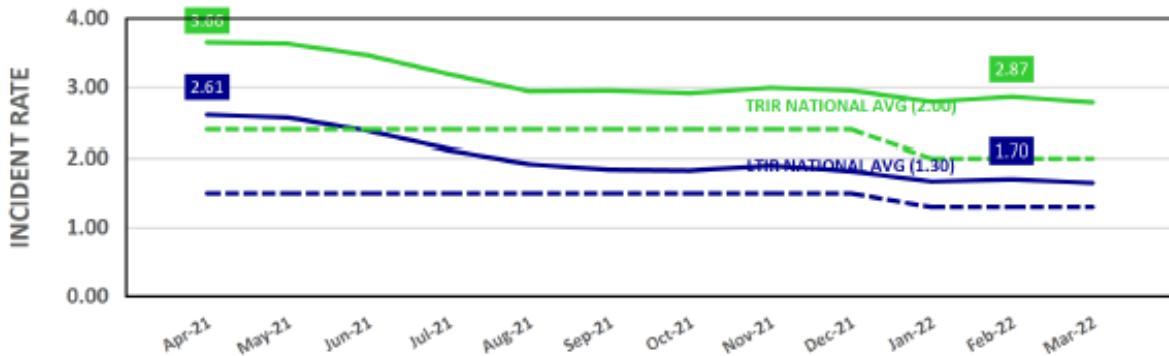
\* = Due to the implementation of rear door boarding and suspension of fare collection to protect frontline employees from the spread of COVID-19, AFC (MetroCard and OMNY) was not used from March 23, 2020, to August 30, 2020, to determine ridership. During this time, ridership was estimated using Automated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

| Leading Indicators                                  |          |       |        |                  |
|---|----------|-------|--------|------------------|
| Subways   | February | YTD   | Goal   | YTD as % of Goal |
| <b>Roadway Worker Protection</b>                    |          |       |        |                  |
| Joint Track Safety Audits -- Actual Count           | 27       | 55    | 340    | 16.2%            |
| Joint Track Safety Audits -- Compliance Rate        | 98.2%    | 98.8% | 100.0% | 98.8%            |
| <b>Mainline Collision/Derailment Prevention</b>     |          |       |        |                  |
| Continuous Welded Rail Initiative (# of Track Feet) | 1,170    | 3,036 | 10,758 | 28.2%            |
| Friction Pad Installation                           | 3,363    | 4,113 | 22,000 | 18.7%            |
| Buses   | February | YTD   | Goal   | YTD as % of Goal |
| <b>Collision Prevention</b>                         |          |       |        |                  |
| Audible Pedestrian Turn Warning System              | 50       | 64    | 800    | 8.0%             |
| Vision Zero Employee Training*                      | 0        | 48    | 4,500  | 1.1%             |

\* = On hold until April 2022, due to Omicron Variant and Employee Availability.

**All MTACD**

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



| 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 | 1.70 | 1.65 |      |      |      |      |      |      |      |      |      | 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 | 2.80 | 2.87 | 2.79 |      |      |      |      |      |      |      |      |      | 2.82         |

|      |           | Jan     | Feb     | Mar     | Apr     | May     | Jun     | Jul     | Aug     | Sep     | Oct     | Nov     | Dec     | Total     |
|------|-----------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|-----------|
| 2021 | LaborHour | 817,958 | 851,305 | 907,136 | 857,155 | 839,911 | 815,849 | 775,364 | 782,919 | 735,024 | 804,196 | 757,150 | 708,552 | 9,652,520 |
|      | 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 | 609,151 | 598,286 | 668,706 |         |         |         |         |         |         |         |         |         | 1,876,144 |
|      | LT        | 1       | 7       | 6       |         |         |         |         |         |         |         |         |         | 14        |
|      | TR        | 4       | 3       | 1       |         |         |         |         |         |         |         |         |         | 8         |

**SAFETY NARRATIVE**

**INCIDENTS (YTD) – Fourteen (14) Lost Time and Eight (8) Recordables**

- The number of reported incidents resulting in Lost Time (LT) injuries YTD are 50% lower than the same reporting period of 2021 (14 / 28).
- The number of reported incidents resulting in Recordable (TR) injuries YTD are 33% lower than the same reporting period of 2021 (8 / 12).
- The calculated LT and TR Incidence Rates continue trending downward and are currently below the calculated rates over the same period last year (LT 36% lower and TR 22% lower).
- Slips, Trips, Falls continue to be the leading cause of LT incidents. These accounted for 57% (8 of 14) of the reported LT incidents in 2022.
- The breakdown for the trades involved in the LT's of 2022 are **Electrician** – 6 (43%); **Iron Worker & Laborer** – 3ea (21.5%); **Inspectors** – 2 (14%).

**INVESTIGATIONS:**

- **MNR - 2/14/2022** - Harmon Shop Phase V Stage 2 Project (Project #MN81933) – Laborer fell from scaffold while modifying the scaffold for concrete block installation. The worker fell approximately 16-feet resulting in a Lost Time injury. Root Cause determination is pending. Preliminary report has been submitted the initial findings include - Failure to review and document SWP/JHA with all employees; Failure to provide an interpreter for non-English speaking employees; Failure to ensure that all workers had the required scaffold training. Work was stopped for the entire site and was gradually returned in 3 Phases with the scaffold work being Phase 3 dependent after the full re-submittal and approval of Safe Work Plans for scaffold work and re-training of personnel.
- **B&T** – Two reported incidents involving Inspectors falling off ladders within a span of 2 days. Details for both incidents provided in the B&T Safety Summary
  - **TN 49 - 2/08/22** – Fall from height – Inspector, climbing a ladder, fell approx. 10 ft onto the work platform. The Inspector sustained a shoulder injury resulting in a Lost Time Injury.
  - **RK-PT - 2/10/22** – Fall from height – Inspector, climbing a ladder, fell approx. 10 ft from ladder onto ground resulting in an elbow injury requiring 3 stitches resulting in a Lost Time Injury.

## SAFETY SUMMARY

- **Inf. - 3/11/22 – C-34855** – ENY Roof Replacement – Two (2) Contractor employees dropped aluminum coping on live tracks directly below resulting in power outage to ENY Yard and Shop. Improper SWP and controls in place resulted in 3-hour power outage. All operations stopped by PCEO until updated SWP compiled, reviewed and Safety Meetings held.
- **Inf. - 3/17/22 – C-34838** – 207th St Yard – During the Night Shift, a worker discovered a fire in a storage room in Tower A. FDNY responded and put fire out. Room has materials, refuse and other combustible storage. Cause unknown. Building has been released to continue work after Insurance Investigations.
- **B&T - RK 19/RK-70 - 3/31/22** – Laborer #1 was blasting when laborer #2 pulled blast hose causing nozzle to twist and release high speed blasting material striking laborer's #1 arm. Laborer #1 was hospitalized for 3 days and received deep wound laceration care to prevent infection from embedded abrasive particles. The investigation concluded unsafe act caused by lack of coordination within work crew and improper hose management practices. Contractor revised their safety plans, retrained project personnel, and issued additional PPE.

### AUDITS: INTERNAL – 708 EXTERNAL – 1,178 including OCIP visits

- Overall Safety Hazards identified during project Safety Assessments include Housekeeping, Scaffolds & Aerial Lifts, Security & Public Protection, Barricades & Enclosures and Stairs & Ladders.
- Positive Safety Findings/Observations include Hand & Power Tools, PPE, General Safety, and Supervision/Organization.

### TRENDS:

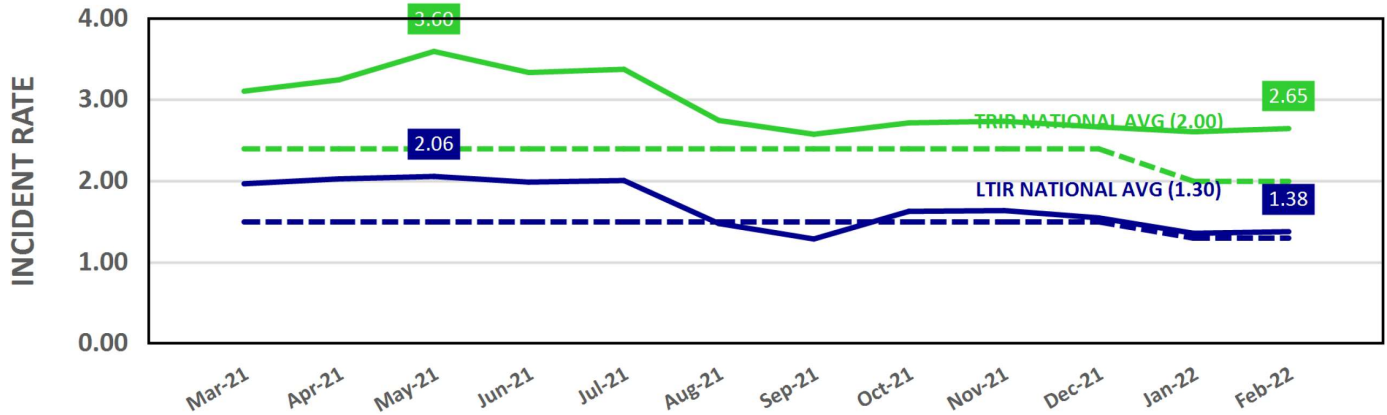
- Trending for all of C&D overall has improved for 2021 vs 2020.
- The top 3 trades with reported LTs in 2021 were Electrician, Laborer and Ironworker
- As a result of the increase of Reported Lost time accidents for February, overall Incident Rates may trend higher

### ACTIONS:

- All Agencies, Business Units, and Integrated Projects continue working with PMTs to have contractors follow Safety Protocols. Whether it be Safety Rollbacks, Safety Standdowns, or meeting with specific contractors, Safety Management throughout the various C&D Business Units continues to emphasize to the PMT's the need for them to be active participants in ensuring the continued safety compliance and oversight of their respective projects
- B&T contracts had Three (3) Incidents in February, all including Ladders. B&T BU issued a Safety Alert "Fall from Ladder" to all field staff and contractors and held a "Ladder Safety" Stand Down for all B&T projects reviewing incidents, reinforcing safety practices and enhancements. Ladder Safety Advisories were issued to the other MTA CC&D BUs.
- B&T Business Unit sponsored the NYC DOB 4-hour Supported Scaffold User training to BU staff members. Contractors and CM Staff members participated in an American Ladder Institute Standdown
- As a result of the scaffold incident at the MNR Harmon Shop the PMC and OCIP increased Safety Oversight for that location.
- The AECOM Safety Assessment Initiative continues. The team continues to review of project safety deliverables with the project teams, Contractor, PMC and MTA C&D Project Management. This initiative began on January 7, 2022. To date, the team has met with the PMT's of 7 projects. Meetings with PMTs and Site visits for two projects are scheduled for the week of April 11. A total of 22 C&D projects have been identified for review under this initiative across the various BU's.

## BRIDGES & TUNNELS

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



#### SAFETY NARRATIVE

#### INCIDENTS (MONTH OF FEBRUARY) – Three (3) Lost Time and Zero (0) Recordable

- LT - HH07A/30 - 2/1/22 - Slip & Fall - Shoulder injury; worker slipped on icy Safespan platform.
- LT - TN49 - 2/7/22 - Fall from height - Shoulder injury; inspector fell approx. 10 ft from ladder onto the work platform.
- LT - RK-PT - 2/9/22 - Fall from height - Elbow injury; inspector fell approx. 10 ft from ladder onto ground.

#### INVESTIGATIONS:

- LT - RK-19/RK-70 - 3/10/22 – A wrench slipped off a bolt and struck ironworker’s hand resulting in the worker suffered 2 fractured fingers and 4 days away from work. Investigation determined unsafe act due to failure to confirm before torque testing if wrench was fully engaged on bolt. Contractor revised safety plans and conducted toolbox talks to improve hand tool safety techniques.
- LT RK 19/RK-70 - 3/31/22 – Laborer #1 was blasting when laborer #2 pulled blast hose causing nozzle to twist and release high speed blasting material striking laborer’s #1 arm. Laborer #1 was hospitalized for 3 days and received deep wound laceration care to prevent infection from embedded abrasive particles. The investigation concluded unsafe act caused by lack of coordination within work crew and improper hose management practices. Contractor revised their safety plans, retrained project personnel and issued additional PPE.

#### AUDITS: INTERNAL – 44 EXTERNAL – 107

- There were 1150 positive safety observations in March as compared to 856 in February
- Top positive safety observation categories were General Safety and PPE
- There were 202 deficiencies cited during March, as compared to 179 in February
- Top Safety deficiencies categories were Electrical and Hand Tools

#### TRENDS:

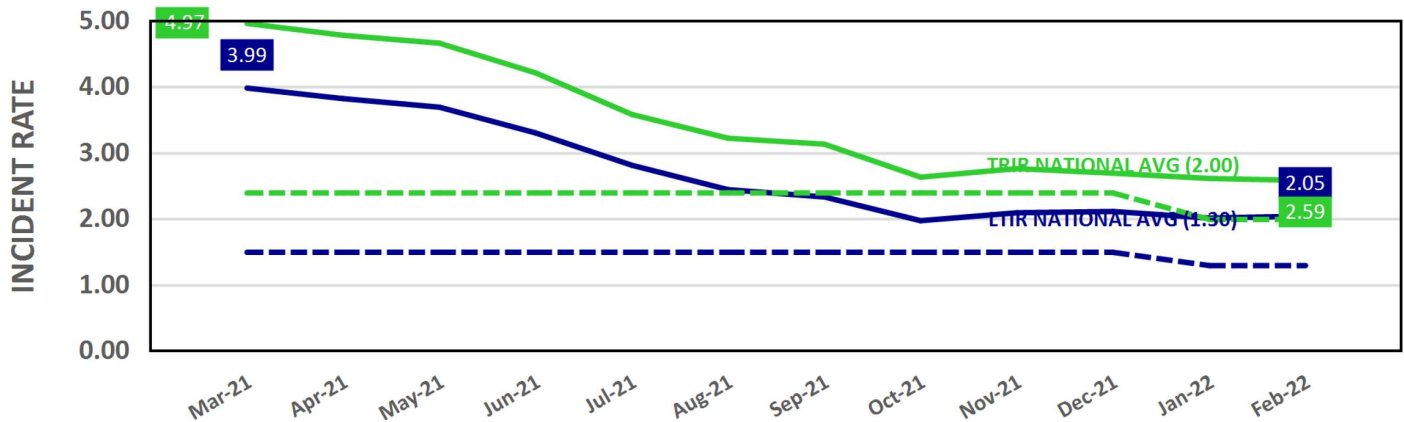
- 2022 March total injuries were 2, as compared to 2 in March 2021
- Total recordable incidence rate decreased 29% compared to March 2021

#### ACTIONS:

- 3/30 - RKM 399 Safety Kickoff conducted to emphasize safety goals, expectations and share lessons learned.
- 3/30 - BW-14 Drug & Alcohol (Schedule X) meeting held to discuss new NY State drug testing guidelines with construction partners and C&D Contracts.
- 4/1 - Infrastructure BU Lead was provided (TRC) safety oversight Service RFP and explanation how positive and deficient safety observations are utilized within BT BU safety program. A further discussion on 4/14 is scheduled with all BUs to share B&T BU (TRC) safety oversight system implementation and information.
- On TN53 and HH07 projects, one worker from each project was removed by their employer from the jobsite due to failure to comply with fall protection requirements.
- 47 BT BU staff trained to NYC 4-Hour Supported Scaffold User Requirements.
- 394 Contractors/CM staff took part in American Ladder Institute - “National Ladder Safety Month / Safety While Climbing” Stand down.

# INFRASTRUCTURE

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



### SAFETY NARRATIVE

#### INCIDENTS (MONTH FEBRUARY) – One (1) Lost Time and One (1) Recordable

- **2/15/22 - P-36705 - Recordable** - Worker was cutting Formboards with a Utility knife and put knife down on chair. Later he reached for knife and cut palm requiring stitches.
- **2/22/22 – C-48703 – Lost Time** – Ironworker lowering himself from work area injured his shoulder and given 3 days off.

#### INVESTIGATIONS:

- **3/11/22 – C-34855 – ENY Roof Replacement** – BU Safety Representative (BUSR) responded to site after two (2) workers dropped aluminum coping on live tracks directly below resulting in power outage to ENY Yard and Shop. Improper SWP and controls in place resulted in 3-hour power outage. All operations stopped by PCEO until updated SWP compiled, reviewed and Safety Meetings held.
- **3/17/22 – C-34838 – 207<sup>th</sup> St Yard** – During the Night Shift, a worker discovered a fire in a storage room in Tower A. FDNY responded and put fire out. Room has materials, refuse and other combustible storage. Cause unknown. Building has been released to continue work after Insurance Investigations.

#### AUDITS: INTERNAL – Two (2) EXTERNAL – OCIP Visits - 120

- **Assessment - C- 34922, 03/02/2022, Livonia Maintenance Facility Rehab/Reconstruction PH 1, Brooklyn** – There were 11 Positives and no Negative Findings.
- For the quarter there were 8 Assessments with 64 Positive Observation and 16 Negative Observations. Positives included Electrical, Fire Protection/Prevention, Hand & Power Tools and Supervision/Organization. Negatives included Scaffolds/Aerial Lifts, General Safety/Housekeeping and Track Safety.
- JTSA Inspection – 3/17/22 - R-50427 – No Findings.
- OCIP findings include Housekeeping, Security & Public Protection, and Fire Protection,

#### TRENDS:

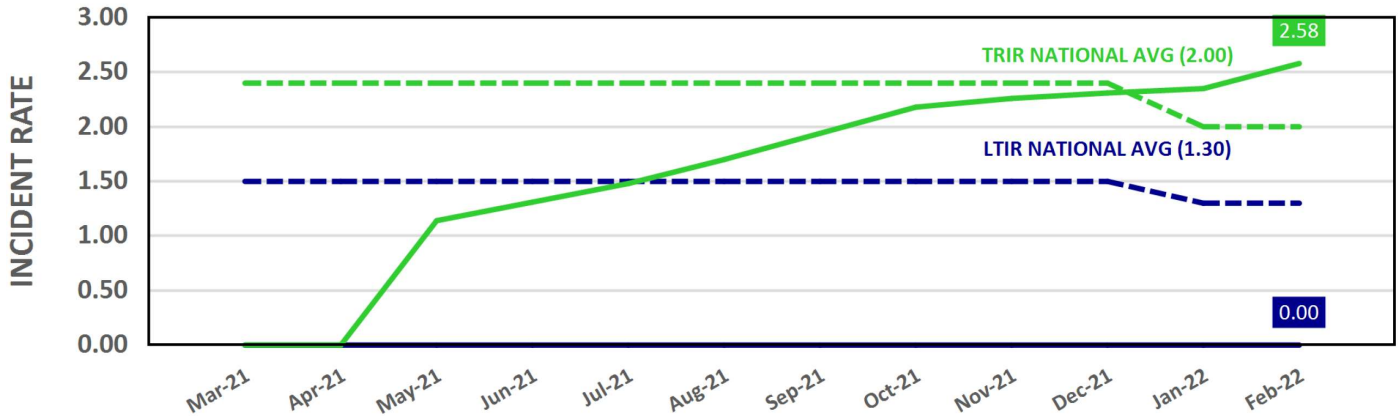
- Trending has been level regarding Recordable and Lost Time Injuries.
- Property and Near Misses have risen recently and PMTs are working to address with Contractors. There have been two Stop Work Orders (SWOs) for two contracts – C-34838 (207<sup>th</sup> St Yard) and C-34855 (ENY Roof Replacement).

#### ACTIONS:

- BU Safety Representatives continue to handle submittals as quickly as possible. This includes APPs/HASPs, Safety Personnel, JPMs, High Hazard SWPs, Gas Placards and Operations on/near the ROW.
- Safety Management has been working with PMTs on both SWOs to review corrective measures and get contracts back working safely.

# LONG ISLAND RAIL ROAD

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



### SAFETY NARRATIVE

#### INCIDENTS (MONTH OF FEBRUARY) – Zero (0) Lost Time and Zero (0) Recordables

- No Incidents in February.

#### INVESTIGATIONS:

- None.

#### AUDITS: INTERNAL – Zero (0) EXTERNAL – 17 OCIP Visits

- Ronkonkoma Garage – Two (2) findings due to improper pedestrian signage.
  - Items were resolved with temporary signage.
- Ronkonkoma Garage – Two (2) findings due to improper material storage.
  - Items were moved to proper storage locations.
- Huntington Overpass – One (1) extension cord was not the required 3 prong type – removed.

#### TRENDS:

- Trending looks poor due to a 60% drop off for hours worked which is skewing the Recordable Incident Rate.
- LIRR BU Construction sites have worked 11 months without an injury.
- LIRR BU Construction sites have worked 14 months without a Lost Time Injury.

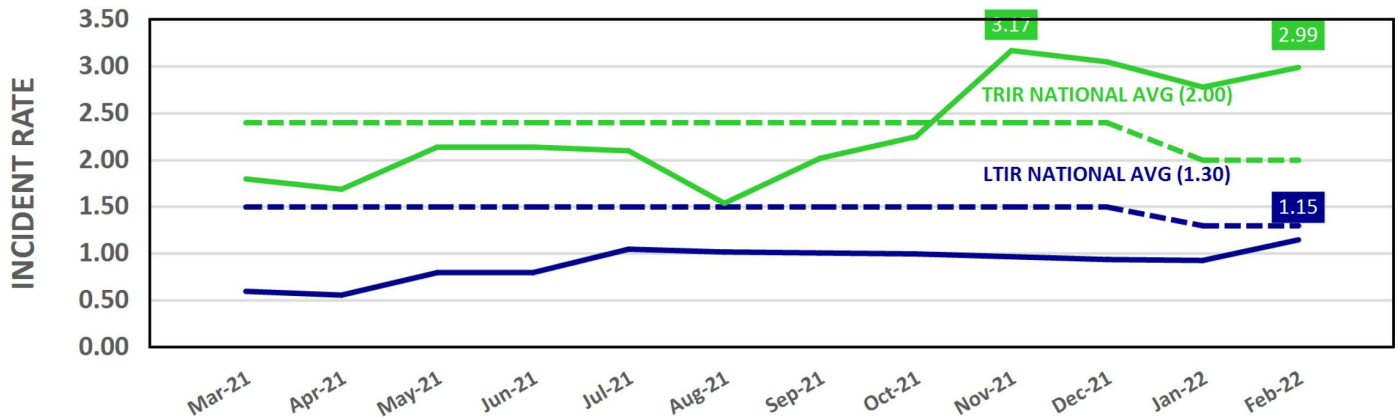
#### ACTIONS:

- LIRR BU participated in the LIRR Safety Focus Day which mentioned tick and poison ivy hazards on construction sites.



# METRO NORTH RAILROAD

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



### SAFETY NARRATIVE

#### INCIDENTS (MONTH OF FEBRUARY) – Two (2) Lost Time and Zero (0) Recordable

- **2/10/22 – Hudson Line C&S Improvements Express Cable Installation Project (Project #82133) - Lost Time** - An electrician moving manhole lid, overexerted and injured his back and was transported by company vehicle to the hospital.
- **2/14/22 - Harmon Shop Phase V Stage 2 Project (Project #MN81933) – Lost Time** - Laborer fell from scaffold while modifying it to install concrete block. The worker fell approximately 16-feet. No broken bones, a cut to the elbow and numerous contusions.

#### INVESTIGATIONS:

- **2/10/22 – Overexertion** - The root cause was determined to be improper lifting technique. The worker did lose time and the corrective action was a safety stand down to discuss proper lifting techniques, the following day, with all crews.
- **2/14/22 – Harmon Scaffold Fall** - The root cause for the scaffold fall injury was undetermined, however at least six (6) contributing factors were revealed during the investigation including: 1) Failure to review and/or document Safe Work Plan with all employees; 2) Failure to review and/or document Job Hazard Analysis; 3) Failure to provide an interpreter for non-English speaking employees; 4) Failure to ensure that all employees had scaffold and fall protection training during site orientation; 5) Lack of fall protection when modifying the scaffold; and 6) Oversight deficiencies from Skanska/ECCO II, JV.

#### AUDITS: INTERNAL – 12 EXTERNAL – OCIP Visits - 28

- The top OCIP Issue includes Scaffolds/Aerial Lifts keeping walkways clear and free of ice and housekeeping.
- OCIP had 8 findings including Scaffolds/Lifts, PPE, Tools and Cranes & Derricks.

#### TRENDS:

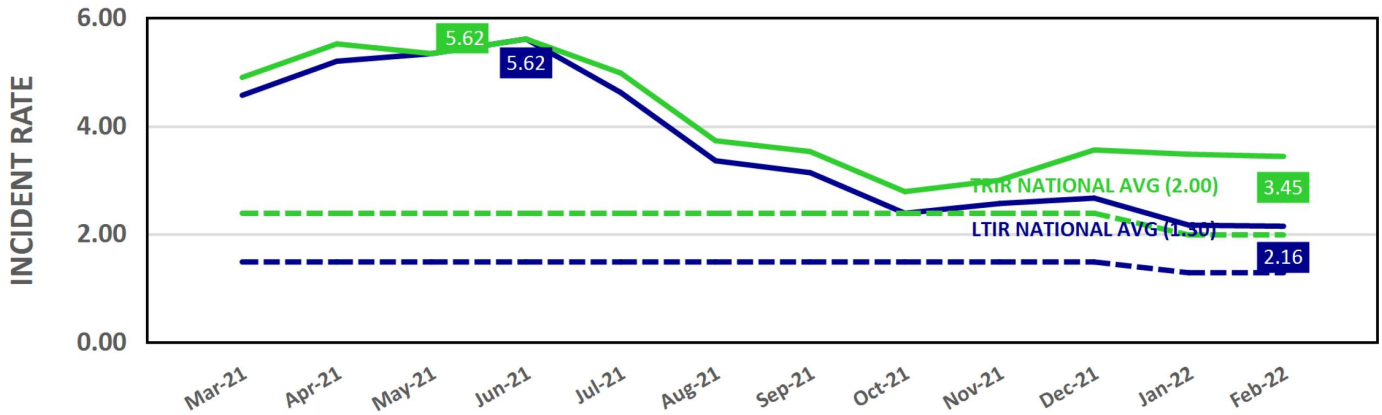
- There has been a spike in Lost time injuries for the month of February, Therefore, trending will be poor.
- MNR Safety Management is working on increasing oversight and there have been no Incidents in March.
- The Lost Time Rate has been below the average for 2021 through 2022 to date.

#### ACTIONS:

- The competent person/foreman on the Harmon Shop Phase V Stage 2 Project that was involved in the scaffold incident has been terminated. Other corrective actions taken by Skanska/ECCO II since last month’s report are:
  - an additional safety manager assigned specifically to scaffold work,
  - site re-orientation for the subcontractor that was associated with this incident,
  - all forms have been revised for non-English speaking employees.
- Additionally, both OCIP and AECOM have increased safety oversight, especially the Harmon Shop.

# SIGNALS & TRAIN CONTROL

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



### SAFETY NARRATIVE

#### INCIDENTS (MONTH OF FEBRUARY) – Zero (0) Lost Time and Zero (0) Recordables

- There were no Incidents during February

#### INVESTIGATIONS:

- No Investigations were conducted.

#### AUDITS: INTERNAL – 1 Assessment - Three (3) JTSA EXTERNAL – 28 OCIP Visits

- **3/21/22 - S-48006 (8<sup>th</sup> Ave. CBTC) – Assessment** – 1 Finding – Subway Barrier Mesh not secured.
- **S-48006 (8<sup>th</sup> Ave. CBTC) – JTSA** – 3 Visits:
  - 3/12/2022 – Satisfactory - No deficiencies observed.
  - 3/24/2022 – Satisfactory - No deficiencies observed.
  - 3/25/2022 – Satisfactory - No deficiencies observed.
- **OCIP Reports on Five (5) Contracts:**
  - S-47009 – 13 Visits
    - 3/2/2022 – Broken ladder. (Removed from site and Safety Issue Closed 3/2/2022).
    - 3/9/2022 – Fence repair at Ditmas Ave. (Safety Issue Closed 3/9/2022).
    - 3/29/2022 – Mesh netting in need of repair/replacement at Bay Parkway (Closed 3/30/2022).
  - S-48006 – 3 Visits
    - 3/24/2022 – Housekeeping Issues at 34<sup>th</sup> Street Station.
  - S-33932 – 3 Visits – No deficiencies observed.
  - S-33933 – 3 Visits – No deficiencies observed.
  - S-48004-1 – 1 Visit – No deficiencies observed.

#### TRENDS:

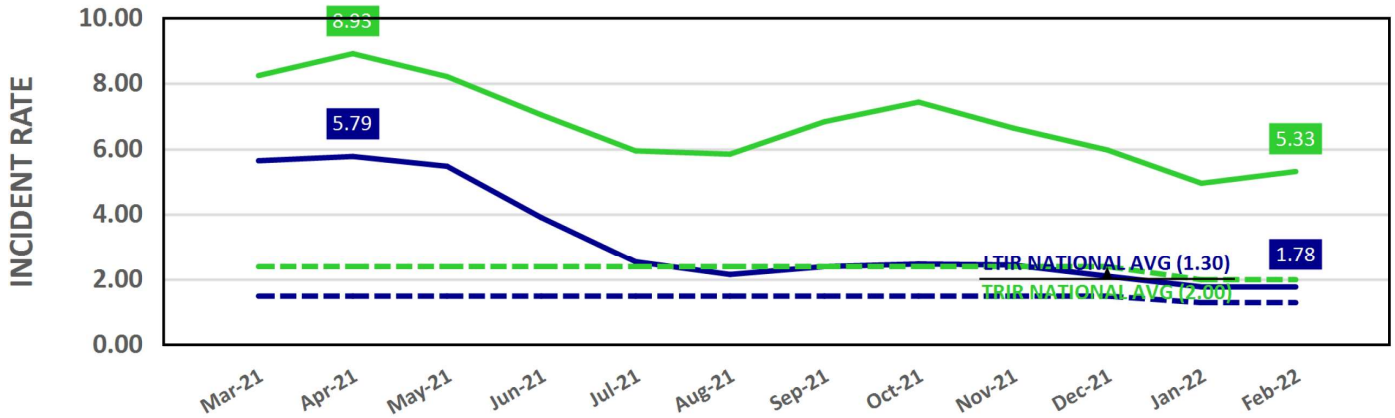
- Trending is level for Incident rates as there were no incidents for February with a very small rise in Work Hours.
- Incidents will start to trend more positively with no Incidents in March either.
- There were Three (3) Assessments with 23 Positive Findings and 1 Negative Finding for the First Quarter.
  - The Positive Findings included Supervision/Organization, General Safety/Housekeeping, Ladders/Stairways, Hand & Power Tools, Fire Protection/Prevention and Electrical.
  - The one negative finding was for Track Barriers.

#### ACTIONS:

- BU Safety Representative continues assisting PMCs during meetings on worksite safety matters and increased field visits.
- PCEO/PMC Teams working with Contractors ensuring all submittals, including gas placard renewals, are submitted timely for review to prevent any work issues or stoppages.

# STATIONS

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



### SAFETY NARRATIVE

#### INCIDENTS (MONTH OF FEBRUARY) – Zero (0) Lost Time and One (1) Recordable

- **E-34026** – Electrician was ascending a ladder in the NB Mezzanine elevator shaft at Church Ave Station when he lost his footing and fell, reporting pain in thumb and ankle.

#### INVESTIGATIONS:

- There are currently no ongoing investigations

#### AUDITS: INTERNAL – 5 assessments JTSA – 0 inspections OCIP – 171 Visits

- There were 5 Safety Assessments performed in March by the C&D BU Safety Representative. The projects visited were E-34028, A-37132/A-37150D, A-37150E, A-36164 and E-34025R. There was a total of 32 Positive Safety observations identified. Top positive safety observation categories were Hand and Power Tools, Motor Vehicles/Heavy Equipment, Ladders/Stairways and Barricades/Enclosures. There were 19 areas where safety issues were identified.
- OCIP conducted 171 inspections of 14 projects and identified a total of 83 findings during their visits.

#### TRENDS:

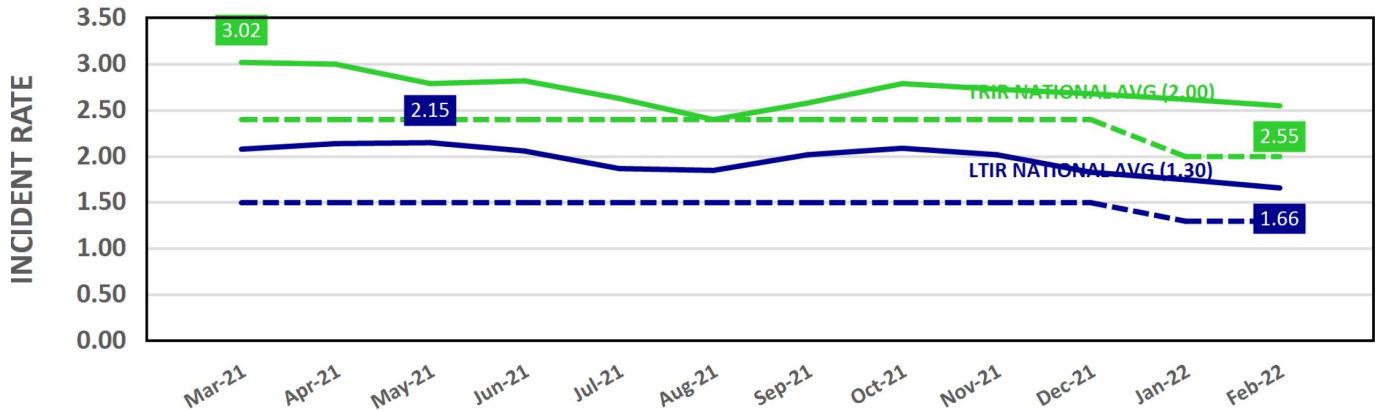
- For the assessments performed by MTA C&D Safety, the top 4 hazard categories identified were Supervision/Organization, Programs APP/HAZCOM, Generals Safety /Housekeeping and Electrical.
- The top 3 At Risk Categories identified during the OCIP visits were Housekeeping with 20 findings, Fall Protection with 16 and Stairways & Ladders with 14 findings.
- The LTA Incidence Rates continue trending level.

#### ACTIONS:

- The safety assessment reports were transmitted to the PCEO’s for their action and Contractor’s response to include corrective actions for the noted findings
- BU Senior Leadership met with MTA C&D Safety to discuss solutions to the lag in reporting of project labor hours.
- Coordination continues with AECOM and PCEO’s for kickoff meetings and site visits under the Safety Assessment Initiative.
- Continue to review the OCIP inspection reports and reach out to the respective PMT’s as needed when repeat findings are observed

## THIRD TRACK

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



#### SAFETY NARRATIVE

#### INCIDENTS (MONTH OF FEBRUARY) – Zero (0) Lost Time and Zero (0) Recordables

- No Incidents in February

#### INVESTIGATIONS:

- 03/15/2022, Electric Injury to left Elbow.** The injured worker was feeding CAT-6 cable into flex and rigid conduit to be terminated at the cameras. While bending the metallic 3/4" seal tight to allow the removal of the previously installed cable, he heard a crinkling sound and pain. (This employee was involved in four injuries on site.) 03/15/2022-Electric Injury to left Elbow

#### AUDITS: INTERNAL – 19 EXTERNAL – 20 OCIP Visits

- 02/07, - G-20: Housekeeping
- 02/08, 02/09, 02/14, 02/15 - Westbury Station: Improper storage of flammable liquid, Housekeeping, Tripping Hazard.
- 02/08, 02/15 - Mineola Station: Tripping Hazard.
- 02/01, 02/10, 02/14, 02/16, Merillon Station: None
- 02/01, 02/14, 02/28 -New Hyde Park: Tripping Hazards,
- 02/16, 02/23, 02/28, - Denton Ave Bridge: None
- 02/10, - Park #2: Tripping Hazard, Housekeeping
- 02/17 - Carle Place Station: None
- OCIP - Top findings included Stairs & Ladders, Site Security & Public Protection, Fall Protection and Housekeeping.

#### TRENDS:

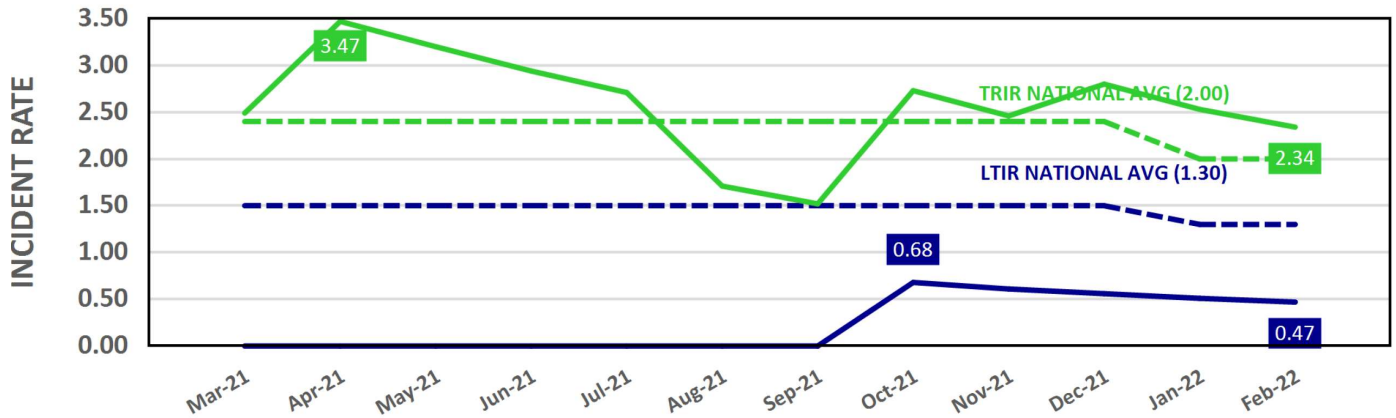
- EJ Electric Worker's unsafe behaviors cause injuries resulting in all 2022 (2 FA/ 2LT) injuries so far this year.
- 3TC Subcontractors not conducting proper evaluation of incidents for Root cause, providing Inadequate investigation.
- 3TC incorporates subcontractor management into safety to make contractors more proactive preventing accidents.

#### ACTIONS:

- 3TC now performing monthly safety meeting with EJ Electric management and safety department for field safety representatives covering electricians around job site to be more proactive preventing accidents.
- 3TC is streamlining accident notification to PMT, LIRR safety.
- Increased number of toolbox talks dealing with unsafe behaviors and ergonomically situations around Jobsite. Focus is on correcting unsafe conditions in the field and identifying them before developing into accidents or incidents.

## PENN EAST END GATEWAY

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



#### SAFETY NARRATIVE

##### INCIDENTS (MONTH OF FEBRUARY) – Zero (0) Lost Time and Zero (0) Recordables

- No Incidents during February.

##### INVESTIGATIONS:

- None

##### AUDITS: INTERNAL – 23

- Monthly internal safety walkthrough and audit with LIRR (James Luke), John Kane (Skanska) and Shaun Juman (PMT)
- 23 Safety inspections conducted for the Month of March 2022 for the PENN Widening Project
- Positive findings include Hot Work Permit and Controls, PPE and Tool use and Guards.

##### TRENDS:

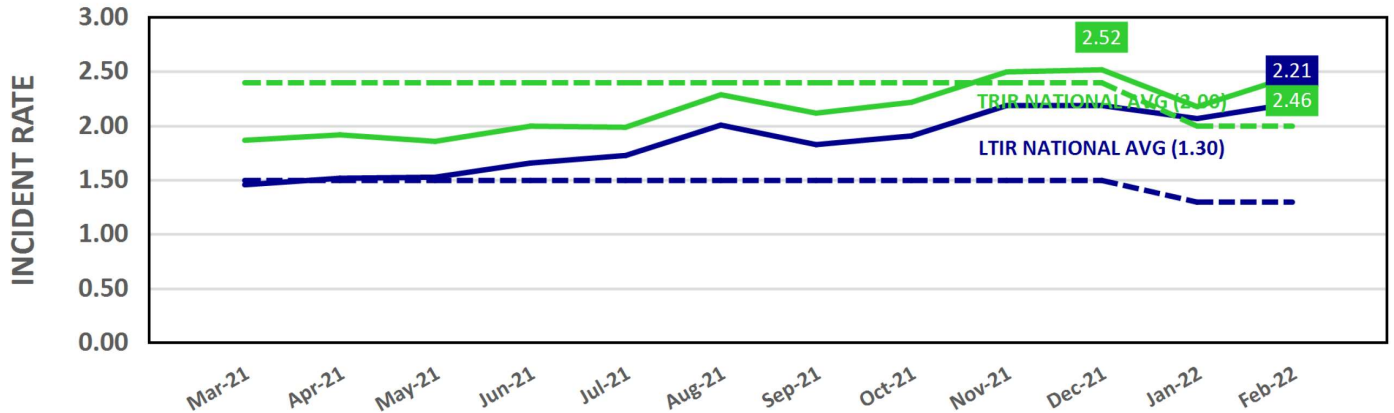
- Trending for the past 4 months for Recordable and Lost Time Incidents has been improving.**
- Internal Audits had both Positives and Negatives this month.
- Positives
  - PMT and Skanska coordinated the realignment of MPT at Street level regarding vehicular and pedestrian traffic.
  - Continue coordination with neighboring contracts to be aware of upcoming work and track outages.
- Negatives
  - Uneven surface in the North retail- Skanska laborers filled in area and marked out with spray paint.
  - Observed low hanging cables in plumber’s shop - Laborers raised and secured cables.

##### ACTIONS:

- Conducted Field tour and press conference coverage with MTA executives (Janno Lieber, Jaime Torres-Springer, Catherine Rinaldi, and Lt. Governor Brian Benjamin).

## EAST SIDE ACCESS

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



#### SAFETY NARRATIVE

##### INCIDENTS (MONTH OF FEBRUARY) – Zero (0) Lost Time and Zero (0) Recordables

- **2/4/2022 - CH063 – Recordable** - Laborer using a hand grinder to clean steel, allegedly grinder jumped and struck user on back of hand, went to hospital and released with 9 stitches.
- **2/15/22 - CM014B - Lost Time** - Electrician using a threading machine, alleged he was placing it back in storage and felt discomfort in shoulder and upper back.

##### INVESTIGATIONS:

- **2/4/22 - CH063 – Recordable** – Laborer Hand Injury findings of incident was operator error.
- **2/15/22 - CM014B - Lost Time** – Electrician Injury findings of incident was due to repetitive motion.

##### AUDITS: INTERNAL -77 Daily Safety Reports conducted EXTERNAL – 20 OCIP Site Inspections

- There were 61 hazards identified on the hazard log for the month of March.
- Identified top 3 hazards for the month are General Safety/Housekeeping, Fall Protection, and Ladders.

##### TRENDS:

- Trending for ESA is rising due to a significant reduction in work hours by almost 63%.
- **On contract CH58B**, contractor has having issues remaining consistent regarding excavation safety. Safety Management is continuing to observations to address the situation. The contractor eventually understood and is better at cooperating with proper guidelines for excavations.

##### ACTIONS:

- ESA Continues to Enforce the ESA Ladder Permit Tag/Inspection Policy across the project.
- Continue Project wide “Live Rail Training” being conducted online to all employees and contractors on the ESA Project.
- Continue to conduct daily safety inspections, site visits with contractor safety, site walks with ESA OCIP Team and continue to perform SWP Audits in the field.
- Power Director attended Safety Meeting to discuss Housekeeping and Rodents in substations and hazards associated.
- Reminder contractors that access points are secured after hours prior to leaving for the day.
- New Contracts CH058B and CM030 started to mobilize onsite.

## January 2022 Safety Report

| Performance   |                              |                              |                              |              |
|---|------------------------------|------------------------------|------------------------------|--------------|
| Performance Indicator   | 12-Month Average             |                              |                              |              |
|   | February 2019 - January 2020 | February 2020 - January 2021 | February 2021 - January 2022 |              |
| FRA Reportable Customer Injury Rate per Million Customers                           | 1.04                         | 1.75                         | 1.64                         |              |
| FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours <sup>1</sup> | 1.97                         | 2.02                         | 2.02                         |              |
|   | 2021                         |                              | 2022                         |              |
|   | January                      | Year to Date                 | January                      | Year to Date |
| Grade Crossing Incidents <sup>2</sup>   | 0                            | 0                            | 0                            | 0            |
| Mainline FRA Reportable Train Derailments   | 0                            | 0                            | 0                            | 0            |
| Mainline FRA Reportable Train Collisions  | 0                            | 0                            | 0                            | 0            |

<sup>1</sup> 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.

<sup>2</sup> 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    |              |
|   | January | Year to Date | January | Year to Date |
| First Responders Trained                            | 57      | 57           | 239     | 239          |
| Employee Safety Training Courses                    | 102     | 102          | 120     | 120          |
| Employees Trained                                   | 1,082   | 1,082        | 887     | 887          |
| Employee Safety Training Hours                      | 10,403  | 10,403       | 14,398  | 14,398       |
| Customer and Community:<br>Focus on Grade Crossings | 2021    |              | 2022    |              |
|   | January | Year to Date | January | Year to Date |
| Broken Gates  | 0       | 0            | 3       | 3            |
| MTA Police Details                                  | 9       | 9            | 39      | 39           |
| Summonses   | 29      | 29           | 89      | 89           |
| Warnings  | 13      | 13           | 51      | 51           |
| Community Education and Outreach (Events)           | 250     | 250          | 709     | 709          |
| Community Education and Outreach (Web/Social Media) | 533     | 533          | 30,656  | 30,656       |

### 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.

# January Safety Report

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

| Performance   |                              |                              |                              |              |
|---|------------------------------|------------------------------|------------------------------|--------------|
| Performance Indicator   | 12-Month Average             |                              |                              |              |
|   | February 2019 - January 2020 | February 2020 - January 2021 | February 2021 - January 2022 |              |
| FRA Reportable Customer Accident Rate per Million Customers                         | 2.39                         | 3.54                         | 2.44                         |              |
| FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours <sup>1</sup> | 3.39                         | 3.34                         | 4.11                         |              |
|   | 2021                         |                              | 2022                         |              |
|   | January                      | Year to Date                 | January                      | Year to Date |
| Grade Crossing Incidents <sup>2</sup>   | 1                            | 1                            | 1                            | 1            |
| Mainline FRA Reportable Train Derailments   | 0                            | 0                            | 0                            | 0            |
| Mainline FRA Reportable Train Collisions  | 0                            | 0                            | 0                            | 0            |

<sup>1</sup> 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.

<sup>2</sup> 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    |              |
|   | January | Year to Date | January | Year to Date |
| First Responders Trained                          | 35      | 35           | 56      | 56           |
| Employee Safety Training Courses                  | 46      | 46           | 88      | 88           |
| Employees Trained                                 | 355     | 355          | 923     | 923          |
| Employee Safety Training Hours                    | 5,271   | 5,271        | 14,727  | 14,727       |
| Customer and Community:                           | January | Year to Date | January | Year to Date |
| Broken Gates                                      | 7       | 7            | 10      | 10           |
| MTA Police Details                                | 88      | 88           | 10      | 10           |
| Summons   | 248     | 248          | 47      | 47           |
| Warnings  | 125     | 125          | 12      | 12           |
| Arrests   | 0       | 0            | 0       | 0            |
| Community Education and Outreach                  | 2,440   | 2,440        | 3,509   | 3,509        |
| Community Education and Outreach via Social Media | 118,415 | 118,415      | 47,224  | 47,224       |

### 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.

**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.



## Monthly Operations Report January 2022

Statistical results for the 12-Month period are shown below

| <b>Safety Report</b>  |  |                  |                 |                 |
|---|--|------------------|-----------------|-----------------|
| Performance Indicators  |  | 12-Month Average |                 |                 |
|   |  | Feb 19 - Jan 20  | Feb 20 - Jan 21 | Feb 21 - Jan 22 |
| <b>Subways</b>  |  |                  |                 |                 |
| Subway Customer Accidents per Million Customers <sup>1</sup>              |  | 2.95             | 4.43            | 4.10            |
| Subway Collisions <sup>2</sup>  |  |                  |                 |                 |
| <b>Total</b>  |  | 1                | 3               | 2               |
| Mainline  |  | 0                | 0               | 0               |
| Yard  |  | 1                | 3               | 2               |
| Subway Derailments <sup>2</sup>   |  |                  |                 |                 |
| <b>Total</b>  |  | 6                | 9               | 10              |
| Mainline  |  | 1                | 5               | 0               |
| Yard  |  | 5                | 4               | 10              |
| Subway Fires <sup>2</sup>   |  | 720              | 905             | 1,054           |
| <b>Buses</b>  |  |                  |                 |                 |
| Bus Collisions Per Million Miles  |  | 54.26            | 40.47           | 53.79           |
| Bus Collision Injuries Per Million Miles                                  |  | 6.31             | 4.48            | 5.47            |
| Bus Customer Accidents Per Million Customers <sup>1</sup>                 |  | 1.47             | 1.75            | 1.90            |
| Total NYCT and MTA Bus Lost Time Accidents per 100 Employees <sup>1</sup> |  | 4.37             | 5.32            | 4.70            |

<sup>1</sup> 12-month Average data from January through December.

<sup>2</sup> 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.

| <b>Leading Indicators</b>                           |         |       |        |                  |
|---|---------|-------|--------|------------------|
| Subways   | January | YTD   | Goal   | YTD as % of Goal |
| <b>Roadway Worker Protection</b>                    |         |       |        |                  |
| Joint Track Safety Audits -- Actual Count           | 28      | 28    | 340    | 8.2%             |
| Joint Track Safety Audits -- Compliance Rate        | 99.3%   | 99.3% | 100.0% | 99.3%            |
| <b>Mainline Collision/Derailment Prevention</b>     |         |       |        |                  |
| Continuous Welded Rail Initiative (# of Track Feet) | 1,866   | 1,866 | 10,758 | 17.3%            |
| Friction Pad Installation                           | 750     | 750   | 22,000 | 3.4%             |
| Buses   | January | YTD   | Goal   | YTD as % of Goal |
| <b>Collision Prevention</b>                         |         |       |        |                  |
| Audible Pedestrian Turn Warning System              | 14      | 14    | 800    | 1.8%             |
| Vision Zero Employee Training                       | 48      | 48    | 4,500  | 1.1%             |

## January 2022 Safety Report

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

| Performance Indicator  |                                 |                                 |                                 |
|--|---------------------------------|---------------------------------|---------------------------------|
| Performance Indicator  | 12-Month Average                |                                 |                                 |
|  | February 2019 -<br>January 2020 | February 2020 -<br>January 2021 | February 2021 -<br>January 2022 |
| <b>Customer Collisions Rate per Million Vehicles</b>             | <b>6.31</b>                     | <b>3.94</b>                     | <b>3.93</b>                     |
| <b>Customer Injury Collisions Rate per Million Vehicles</b>      | <b>0.92</b>                     | <b>0.65</b>                     | <b>0.66</b>                     |
| <b>Employee Accident Reports</b>                                 | <b>200</b>                      | <b>136</b>                      | <b>141</b>                      |
| <b>Employee Lost Time Injuries Rate per 200,000 Hours Worked</b> | <b>6.2</b>                      | <b>5.6</b>                      | <b>5.5</b>                      |

| Leading Indicators                               |            |             |            |              |
|--|------------|-------------|------------|--------------|
| Roadway Safety                                   | 2021       |             | 2022       |              |
|  | January    | Year End    | January    | Year to Date |
| <b>Workforce Development (# of Participants)</b> | <b>0</b>   | <b>0</b>    | <b>0</b>   | <b>0</b>     |
| <b>Fleet Preventative Maintenance Insp.</b>      | <b>127</b> | <b>1559</b> | <b>163</b> | <b>163</b>   |
| <b>Safety Taskforce Inspections</b>              | <b>0</b>   | <b>14</b>   | <b>0</b>   | <b>0</b>     |
| Fire Safety                                      | January    | Year End    | January    | Year to Date |
| <b>Fire Code Audits Completed</b>                | <b>0</b>   | <b>14</b>   | <b>0</b>   | <b>0</b>     |
| <b>FDNY Liaison Visits</b>                       | <b>0</b>   | <b>34</b>   | <b>0</b>   | <b>0</b>     |

### **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 (TIMS, CDL, FDNY instruction, Wrecker Driver Instruction and Roadway Safety Rules).

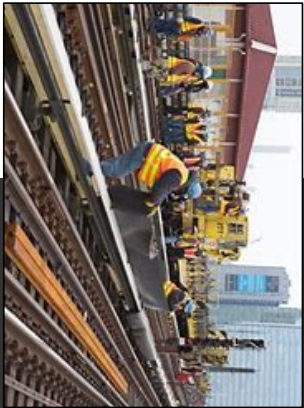
**Fleet Preventative Maintenance Inspections** are conducted at each location to improve the customer and worker safety environment. Inspections identify potential hazardous roadway or facility conditions and prescribe corrective actions to eliminate hazards.

**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.

**Construction Safety Inspections** are conducted by an independent safety monitor to ensure that the necessary components for a safe construction are present. Inspections include review of safety organization, job hazard analysis, safe work plans for specific high risk activities, personal protective equipment, fire protection, industrial hygiene, and training.

**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.



# Safety & Security Committee Meeting

## Committee Update

April 2022





# COVID-19

## COVID-19 Updates:

- Based on CDC guidelines, in office mask mandate not required
- Started to offer the second booster for those that are eligible
- 1.17% positivity rate

## COVID-19 Diagnostic Test Program:

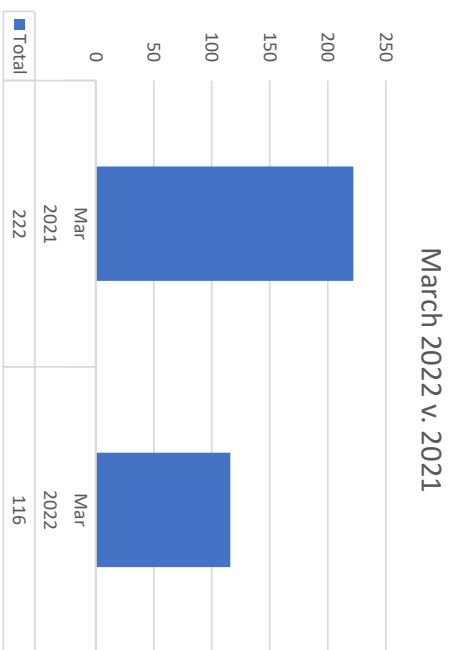
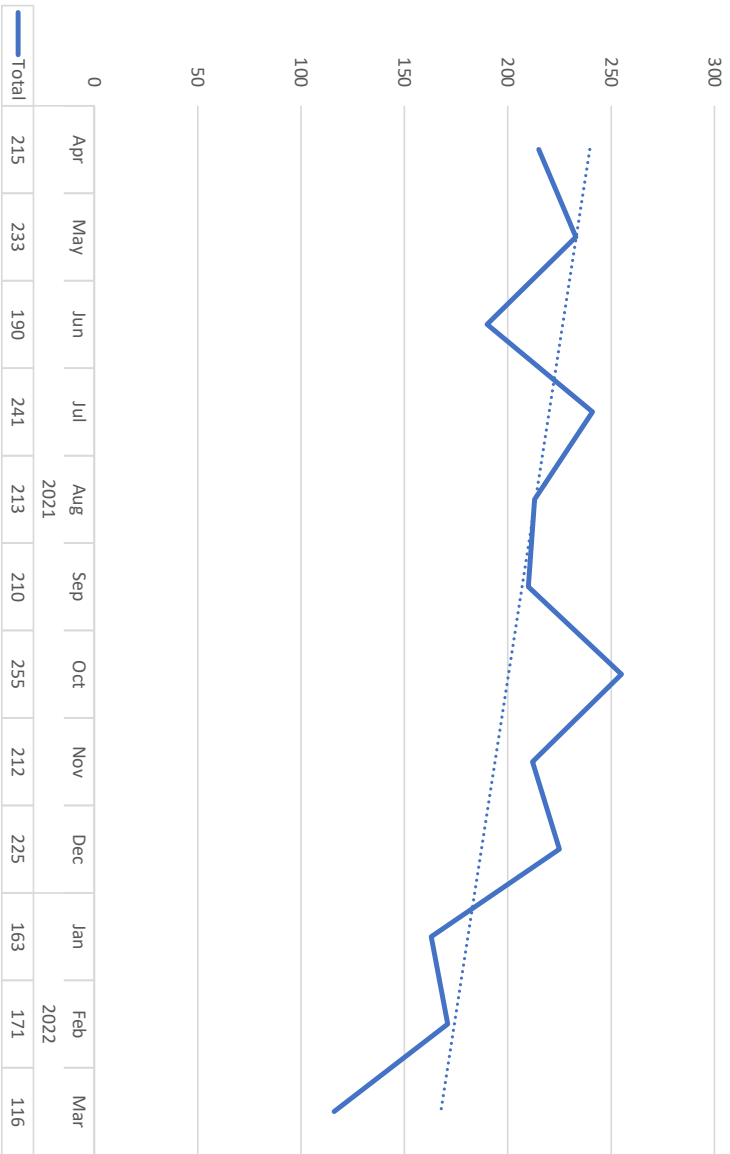
- Established 700+ test sites on MTA properties
- Provide 2 types of testing: Nasal Swab or Saliva
- 10,000-11,000 tests each week
- >319k** tests collected since program officially started
- ~96% weekly compliance for vax or test program





# Workplace Violence

### All Agency WPV Cases (Rolling 12 Month)



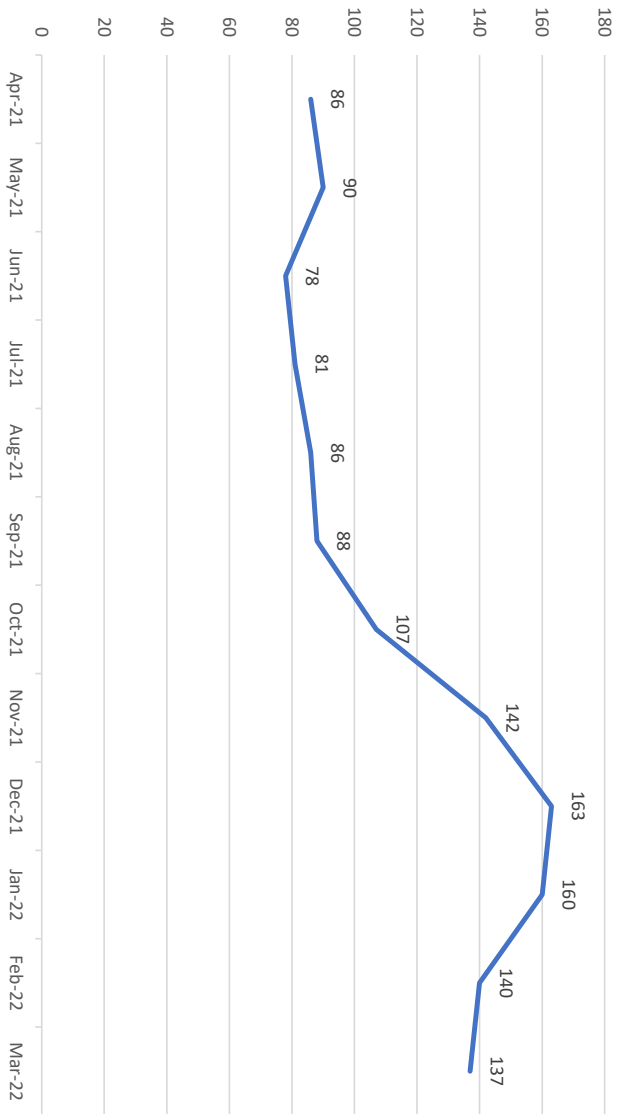
\*Case numbers are subject to change based on investigation updates and late reporting. Preliminary March Data Included.





## NYCT Track Intrusion Incidents

Track Intrusion Incidents (12 Month)



March 2022 Incidents by Cause

| Presumed Cause           | Count of Incident |
|--------------------------|-------------------|
| Unauthorized Occupancy   | 75                |
| Mental Illness/EDP       | 19                |
| Slip and Fall            | 14                |
| Suicide                  | 10                |
| Intoxicated/Drug         | 9                 |
| Retrieval of lost object | 2                 |
| Medical                  | 4                 |
| Crossing Tracks          | 3                 |
| Assault/Pushing          | 1                 |
| <b>Grand Total</b>       | <b>137</b>        |



## MTA – Legalization of Marijuana in the Workplace

- ▣ NY, NJ and CT have passed legislation making recreational use of Marijuana legal.
- ▣ Marijuana remains illegal under federal law. Roles subject to Federal drug-testing requirements (FTA, DOT, FRA) remain the same.
  - ▣ Employees performing specified functions covered by these regulations may not use marijuana, even outside of the workplace while off-duty.
  - ▣ Majority of MTA workforce fall under FTA, DOT and FRA drug-testing requirements.
- ▣ As State and Federal regulations change, we will research what changes are necessary to our program.



# Police Reform

## State Reform Requirements

- Internal Affairs formalization of processes and policy improvements
- Internal Affairs Policy Updates & Training
- Public Information Sharing & Transparency of information with the public
- Public outreach and collaboration with community partners and stakeholders



## Actions & Responses

- Business processes and policies developed to meet and exceed recommendations.
- FBI Leeda Internal Affairs training (Nov. 21) for investigators.
- Website improvements for information sharing. Collaboration with MTA HQ Communications for improved communication sharing.
- Continued meeting attendance in community events, stakeholder engagements with LIRR, MNR, NYCT, and local community government and law enforcement agencies.



## MTA Police: Internal Affairs formalization of processes and policy improvements

Business processes and policies developed to meet and exceed recommendations.

- ❑ Accredited Agency using industry best practices & standards for policy improvements in investigations
- ❑ Discipline matrix, consistency in investigations, documentation of complaints
- ❑ Professionalization of the internal affairs bureau
- ❑ Internationally recognized training facilitated- FBI Law Enforcement Executive Development Association
- ❑ Report Management System procured March 2022



## MTA Police: Information Sharing, Transparency of Information with the Public, & Community Outreach

### Community Events:

- Greater Jamaica Development Corp. (Hosted by MTAPD quarterly), MNR Conductors' weekly meeting, Penn State Stakeholders, Harlem Community Meetings, and other agencies to include various commuter councils, the Permanent Citizens' Advisory Committee, etc.

### Digital Media:

- Interactive website features for citizen messaging, non-emergency notifications, and public announcements from the Police Department.



# MTA Police

- ❑ MTA has successfully implemented measures of the reform process; the MTA Police continues embrace police reform
- ❑ Accredited, Professional, Police Agency adhering to professional standards, diversity practices, and restorative justice efforts.
- ❑ Based on interactions with local community and civil leadership and agency leadership the agency expanded presence on commuter rails, buses, subways, stations with increased train patrols.

