



Metropolitan Transportation Authority

Safety & Security Committee Meeting November 2023

Committee Members

J. Lieber, Chair

A. Albert

G. Bringmann

N. Brown

S. Chu

M. Fleischer

B. Lopez

D. Mack

H. Mihaltses

F. Miranda

J. Samuelson

L. Sorin

V. Tessitore

Safety Committee Meeting

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

Wednesday, 11/29/2023

9:00 - 9:30 AM ET

1. Public Comments

2. Approval of Minutes -

Safety Committee Minutes 7.17.23 - Page 3

3. Safety/Security Committee Work Plan

Safety Cmte Work Plan 2023 - Page 6

4. Safety/Security Metrics

2023-04 Safety Cmte KPM - Page 8

5. Committee Presentation

Drug & Alcohol Program Update

Drug & Alcohol Program - Page 32

NTSB Recommendations Update

NTSB Recommendations - Page 44

Worker Assault

Date of Next Meeting: February 2024

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

**Monday, July 17, 2023
8:30 AM**

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

**Hon. Janno Lieber, Chair
Hon. Andrew Albert
Hon. Gerard Bringmann
Hon. Samuel Chu
Hon. Norman Brown
Hon. Blanca Lopez
Hon. Vincent Tessitore
Hon. Neal Zuckerman**

The following Board Members were absent:

**Hon. John Samuelsen
Hon. Michael Fleischer
Hon. Haeda Mihaltses
Hon. Frankie Miranda
Hon. David Mack
Hon. Lisa Sorin**

The following agency safety & security officers were present in person or by video conference:
Patrick Warren, Metropolitan Transportation Authority, Headquarters (“MTAHQ”)
Carl Hamann, Metropolitan Transportation Authority, Headquarters (“MTAHQ”)
Tim Doddo, MTA New York City Transit (“NYCT”)
Ausberto Huertas, MTA Construction & Development (“MTA C&D”)
Loretta Ebbighausen, MTA Long Island Rail Road (“LIRR”)
Shelley Prettyman, Metro-North Railroad (“MNR”)
Eric Osnes, MTA Bridges and Tunnels (“B&T”)
Donald Look, MTA Bridges and Tunnels (“B&T”)
Mike Metz, Metro-North Railroad (“MNR”)
Bob Murphy, MTA Long Island Rail Road (“LIRR”)
Thomas Taffe, MTA Police Department (“MTAPD”)

Chair Lieber chaired the July 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:

Joseph Morales
Christopher Greif, PCAC
Jason Anthony
Charlton D'Souza, Passengers United
Aleta Dupree

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 April 2023 Safety Committee were approved with a noted misspelled public speaker name.

SAFETY COMMITTEE WORK PLAN

Chair Lieber asked if there any changes to the work plan. Patrick Warren stated there were no changes to the Work Plan.

SAFETY POLICY:

Chair Lieber turned it over to Mr. Warren for the presentation.

Mr. Warren discussed crime statistics across the system and the various initiatives in place to mitigate threats to our customers and employees.

Chair Lieber commented on when efforts were stepped-up to deter track intrusions.

Mr. Warren discussed safety statistics across the system and the improvement in the general trend of safety of both employee and customers. Mr. Warren stated the Agency Safety statistics can be found on pages 9-20 in the committee book.

Board Member Albert asked if there is a statewide rule about how far in advance you need to notify motorists of a grade crossing. Mr. Warren stated that it is a Federal rule and asked if anyone from either of the railroads would have anything else to add. Ms. Ebbighausen stated that the MTA follows the Manual on Uniform Traffic Control Devices (MUTCD) as well as AREMA (American Railway Engineering and Maintenance-of-Way Association) standards to ensure motorists across the country have uniform experiences at grade crossings.

Board Member Albert asked how far ahead on a road is the standard for signage notifying motorists of a grade crossing. Ms. Ebbighausen stated she would get back to Board Member Albert.

Board Member Albert asked how the crossing arms were activated and if speed of the train was a factor. Mr. Warren stated how the crossing arms were triggered with the approaching train and that speed was factored into the distance the trigger is from the crossing.

Mr. Warren introduced Chris Diodato who would deliver the presentation on the Grade Crossings. Mr. Diodato delivered the presentation on the Grade Crossings.

Mr. Diodato went on to discuss the various initiatives across the MTA territory on improving safety at grade crossings.

Mr. Diodato turned the presentation over to Lori Ebbighausen to discuss the LIRR Grade Crossing safety program. Ms. Ebbighausen discussed the LIRR grade crossing safety program.

Board Member Bringmann asked Ms. Ebbighausen to describe the devices that are installed at Bethpage crossing. Ms. Ebbighausen explained the pedestrian crossing devices installed at Bethpage crossing and how this system was unique on the LIRR system.

Board Member Zuckerman asked what loop detection was. Ms. Ebbighausen explained loop detection systems.

Board Member Zuckerman asked about the challenges to eliminating grades crossings. Ms. Ebbighausen listed land, space and funding as the challenges to the elimination of grade crossings.

Chair Lieber also reinforced the challenge of space. First, is there enough real estate to do the project and then secondly securing the funding to complete the project. The Chair also asked the Safety staff to provide a snapshot of our grade crossings on MTA property compared to the rest of the country for the purpose of self-assessment be given at a future committee meeting.

Board Member Brown asked if any of the grants used for grade crossings improvements can be applied to operating expenses. Mr. Warren explained some of the ways grant funding is used. Ms. Ebbighausen further explained that there are some force account expenses, such as engineering solutions, which are covered by grant funding.

Board Member Albert asked Ms. Ebbighausen about a recent derailment in Long Island City and if there are plans to repair the rail and roadway that was impacted. Ms. Ebbighausen stated she would need to get back to the board member.

ADJOURNMENT

Chair Lieber made a motion to adjourn the meeting. The motion was seconded, and the meeting was adjourned.

2023 Safety/Security Committee Work Plan

I. RECURRING AGENDA ITEMS

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

II. SPECIFIC AGENDA ITEMS

Responsibility

February 2023

- | | |
|------------------------------|-----------------------------|
| - Approval of 2023 Work Plan | MTA Chief Safety & Security |
| - NYCT Agency Safety Plan | MTA Chief Safety & Security |
| - MTAPD Operations Update | MTA Police Department |

April 2023

- | | |
|--------------------------------|-----------------------------------|
| - Agency Safety Program Update | MTA Chief Safety & Security |
| - CCTV Camera Program Update | MTA Office of Security Operations |

July 2023

- | | |
|---------------------------------------|-----------------------------------|
| - Grade Crossing Enhancement Projects | MTA Office of Safety Management |
| - Security Grant Program Update | MTA Office of Security Operations |

November 2023

- | | |
|---------------------------------|------------------------------|
| - Drug & Alcohol Program Update | MTA Corporate Health Officer |
| - NTSB Recommendations Update | MTA Chief Safety & Security |
| - Worker Assault | 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

February 2023

Approval of the 2023 workplan

The committee will receive a discussion on the 2023 workplan and be asked to approve.

NYCT ASP

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

MTAPD Operations Update

The committee will be briefed on MTAPD operations.

April 2023

Agency Safety Program Update

The committee will receive a briefing on Agency safety programs.

CCTV Cameras Update

The committee will receive an update on CCTV Cameras.

July 2023

Grade Crossing Enhancement Projects

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

Security Grant Program Update

The Committee will receive an update on the Security Grant Program.

November 2023

Drug & Alcohol Program Statistics

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

NTSB Recommendations Update

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

Worker Assaults

The committee will receive an update on MTA worker assaults.

MTA Safety Committee

Key Safety Metrics

November 29, 2023

Long Island Rail Road

During the third quarter 2023, the Corporate Safety Department Operations Division performed 153 inspections in yards, facilities, and along the right of way; conducted 1,509 employee observations for safety and operating rules compliance; investigated one on track safety incident; conducted six training programs for new employees; and lead three Confidential Close Call Reporting Labor Management Partnership Peer Review Team Meetings.

The Investigations and Analysis Division conducted 16 rail investigations; closed four recommendations; and issued one Safety Bulletin.

The Occupational Safety Division conducted 14 Occupational/Industrial Hygiene assessments and six new job task hazard analyses (JTHA).

The Environmental Safety Division performed 81 inspections of tanks, hazardous material storage facilities and treatment systems while supporting document reviews for 14 construction projects and performing 6 site safety inspections.

The Capital Project Safety Compliance Division supported 30 construction projects through document review and performing 17 site safety inspections.

The Office of the Fire Marshal trained 389 emergency responders; conducted 311 code compliance inspections of LIRR employee and tenant occupied spaces; supported 89 capital project document reviews and site inspections for conformance to code requirements; and responded to 258 emergency call outs.

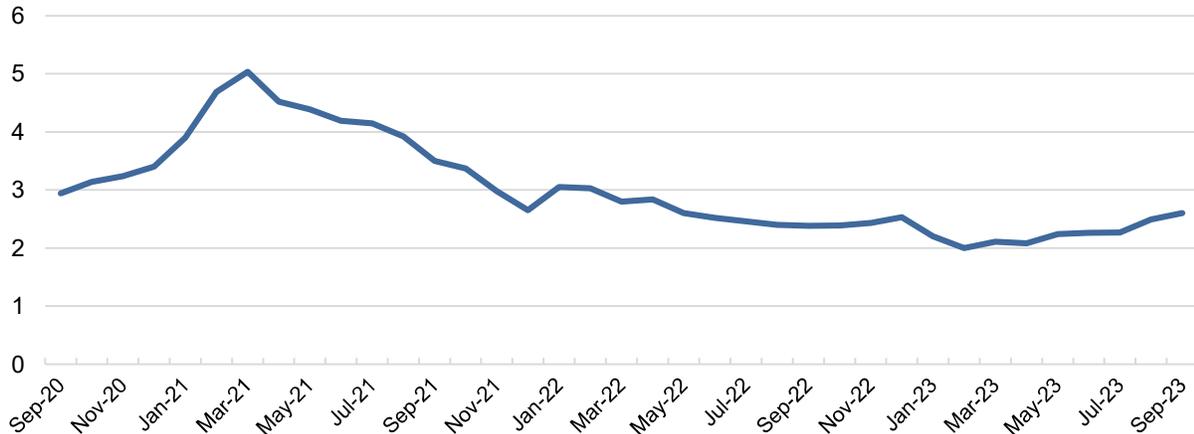
The TRACKS Community Education and Outreach Program conducted 29 classroom training programs reaching 1,171 participants and 67 special events reaching 9,923 individuals including Operation LifeSaver events at grade crossings.



Performance Metrics

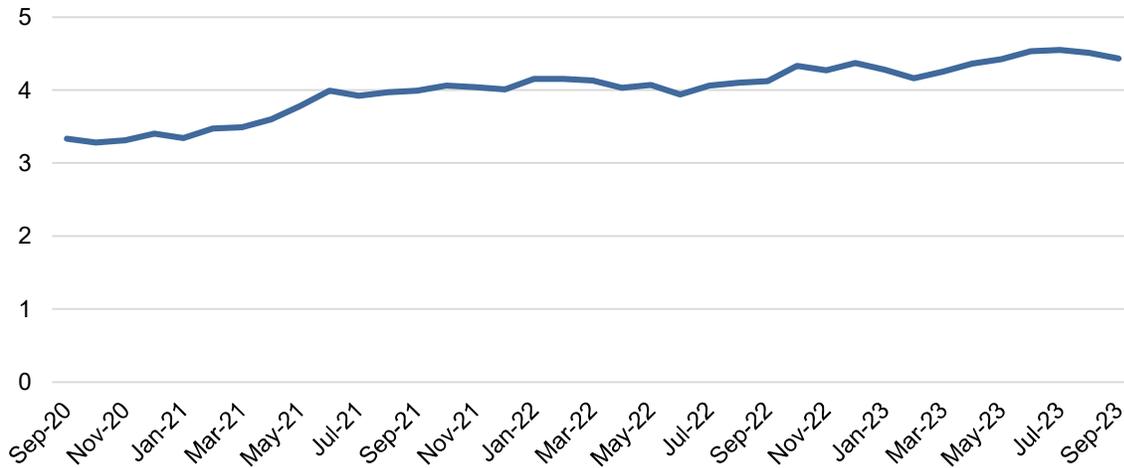
Customer Accident Rate

The number of reportable customer accidents per one million customers (12-month rolling average).



Employee Lost Time Accident Rate

The number of reportable employee lost time accidents per 200,000 hours worked (12-month rolling average).



Train Derailments and Collisions

The number of mainline train derailments and mainline train collisions.

	2020	2021	2022	2023 YTD
Train Derailments	1	1	1	3
Train Collisions	1	2	0	0

Prevention Metrics (Leading Indicators)

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

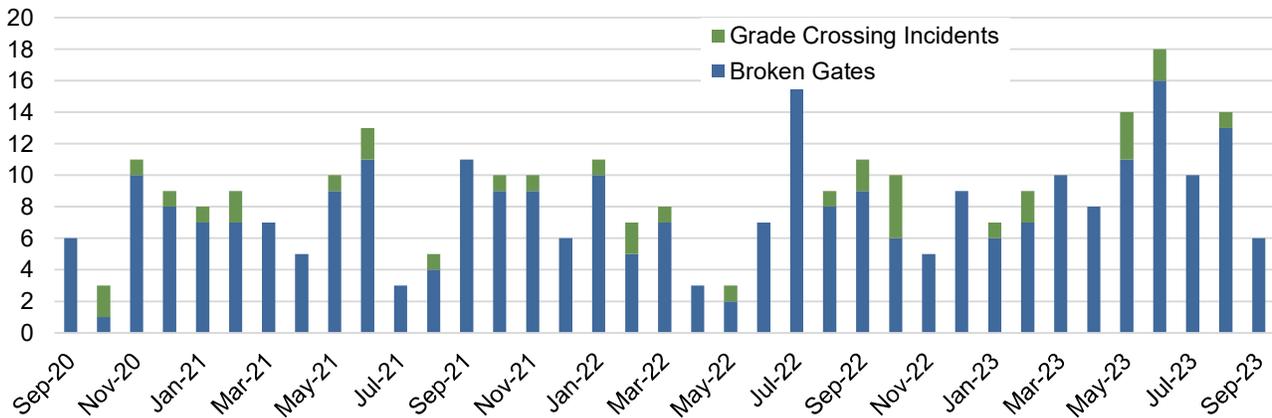
The number of first responders trained to assist in crisis events, unique LIRR employees who completed certain federally mandated qualification refresher courses, and customer and community members who attended in-person or virtual safety outreach events.

	2021	2022	2023 YTD	
			Target	Actual
First Responders	568	1,561	879	1,146
Employees	3,866	4,764	5,026	3,896
Customers and Community Members	36,058	59,213	44,900	53,413

Grade Crossing Safety Metrics

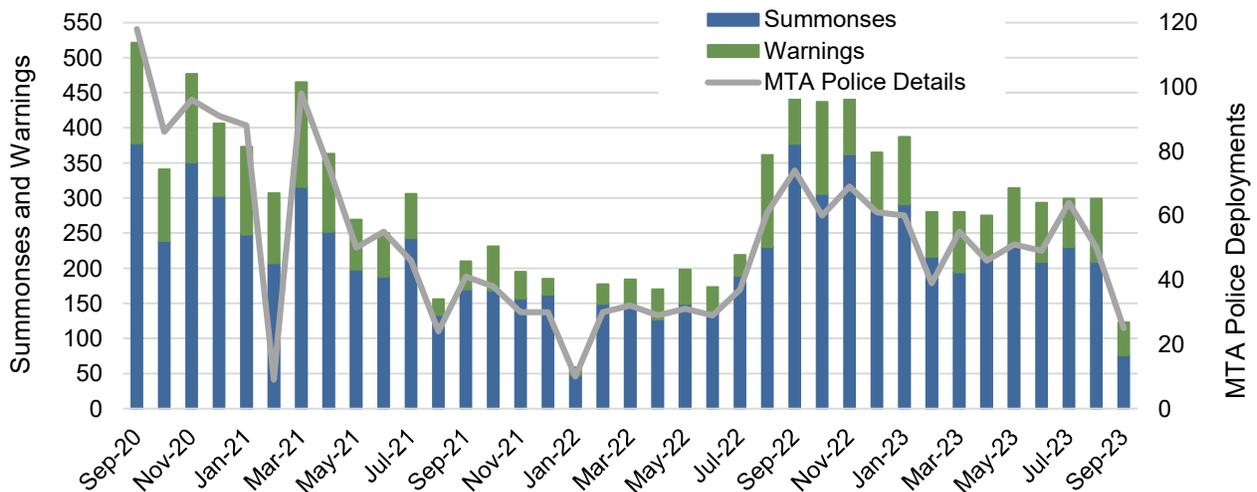
Grade Crossing Incidents and Broken Gates

Grade crossing incidents occur when railroad on-track equipment and vehicles or pedestrians collide. Broken gates happen when a vehicle breaks a grade crossing gate.



Summonses, Warnings, and MTA Police Details

The number of summonses and warnings issued to motorists for going around a grade crossing and/or for behavior that puts motorists at risk, and the number of MTA Police details deployed specifically to monitor behavior at grade crossings.



Metro-North Railroad

Metro-North’s reportable customer injury rate decreased from 2.27 to 2.03 per one million customers in the current 12-month reporting period, October 2022 through September 2023, compared to the prior 12 months. The reportable employee lost time injury rate decreased from 2.21 to 2.00 per 200,000 working hours, compared to the prior 12 months.

Metro-North’s third quarter Safety Focus Week was held September 11 through 17. Throughout the week, managers held interactive discussions with employees on key topics including reminders on situational awareness and maintaining personal protective equipment. During the meetings, employees were invited to raise any other safety topics for discussion and follow-up by OSS.

In September, Metro-North participated in Rail Safety Week 2023. Rail Safety Week was held Monday, September 18 through Sunday, September 24 across the U.S., Canada, and Mexico. This is Metro-North’s sixth year of participation. Throughout the week, Metro-North staff, supported by MTA PD and Connecticut Operation Lifesaver, held customer and employee outreach at 12 stations, 3 grade crossings, and other events across the territory to promote safe behaviors around trains and tracks. To support Suicide Prevention Awareness Month, Metro-North participated in American Foundation for Suicide Prevention Out of the Darkness Walks in Mamaroneck, NY and Westport, CT.

The Metro-North TRACKS safety outreach and education program has launched its 6th annual rail safety contest. This year’s contest asks children in grades pre-K through high school to create rail safety images and/or slogans that can be designed as a sticker to raise awareness and promote safety around trains, tracks, and grade crossings. Stickers will be created based on the winning designs from each age group and will be distributed at school presentations and public events throughout our territory.



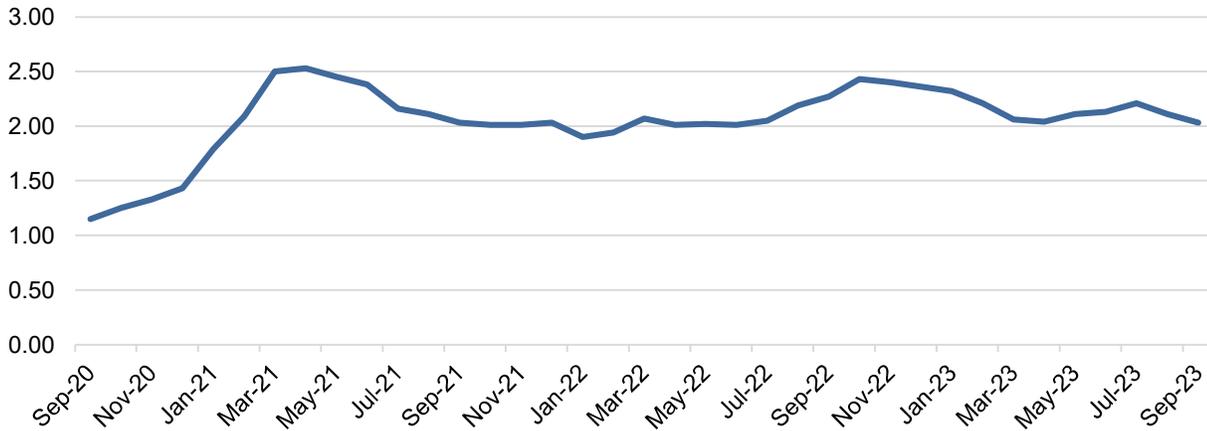
TRACKS Safety Education Outreach



Performance Metrics

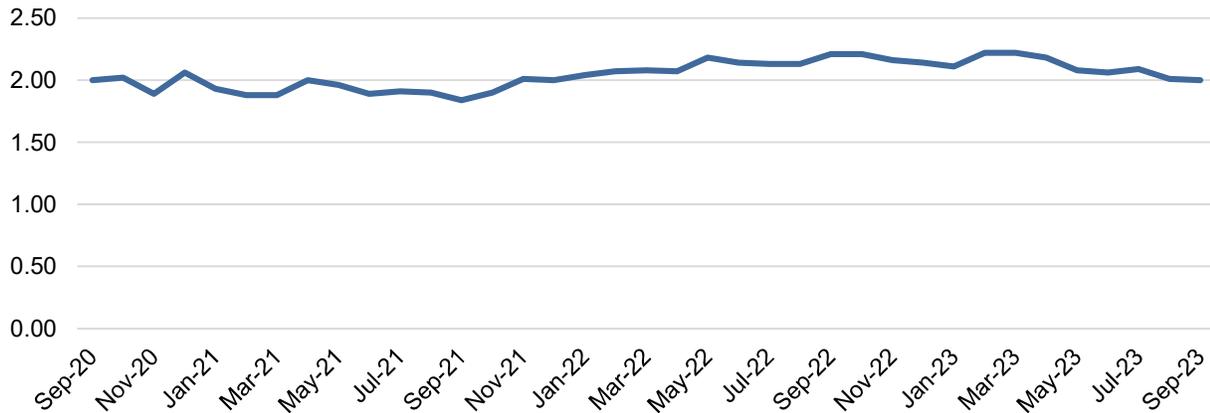
Customer Accident Rate

The number of reportable customer accidents per one million customers (12-month rolling average).



Employee Lost Time Accident Rate

The number of reportable employee lost time accidents per 200,000 hours worked (12-month rolling average).



Train Derailments and Collisions

The number of mainline train derailments and mainline train collisions.

	2020	2021	2022	2023 YTD
Train Derailments	0	0	2	0
Train Collisions	0	0	0	0



Prevention Metrics (Leading Indicators)

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

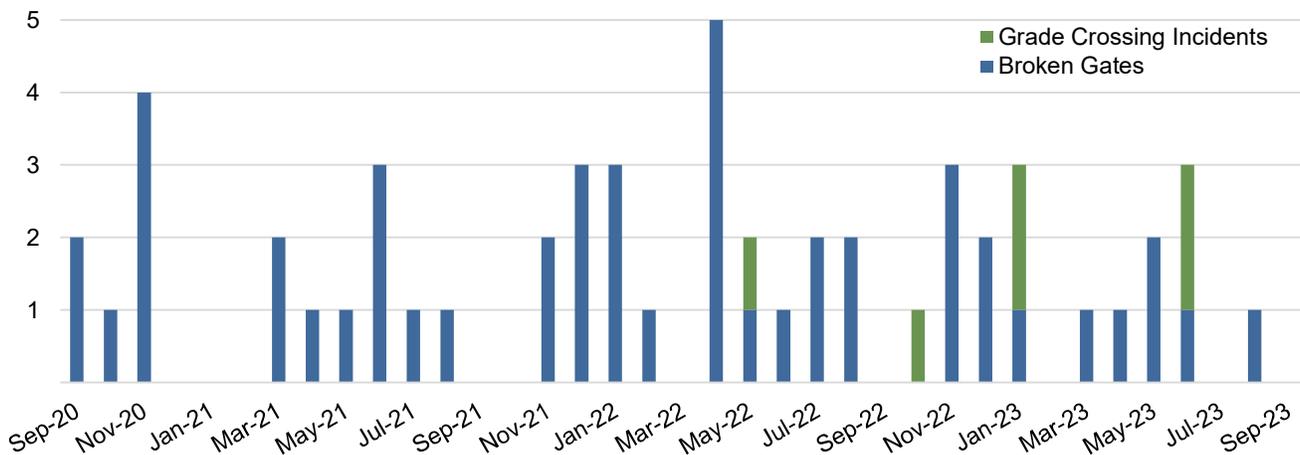
The number of first responders trained to assist in crisis events, unique Metro-North employees who completed certain federally mandated qualification refresher courses, and customer and community members who attended in-person or virtual safety outreach events.

	2021	2022	2023 YTD	
			Target	Actual
First Responders	1,656	1,868	1,500	988
Employees	2,787	3,080	2,800	2,020
Customers and Community Members	17,605	52,606	35,000	60,030

Grade Crossing Safety Metrics

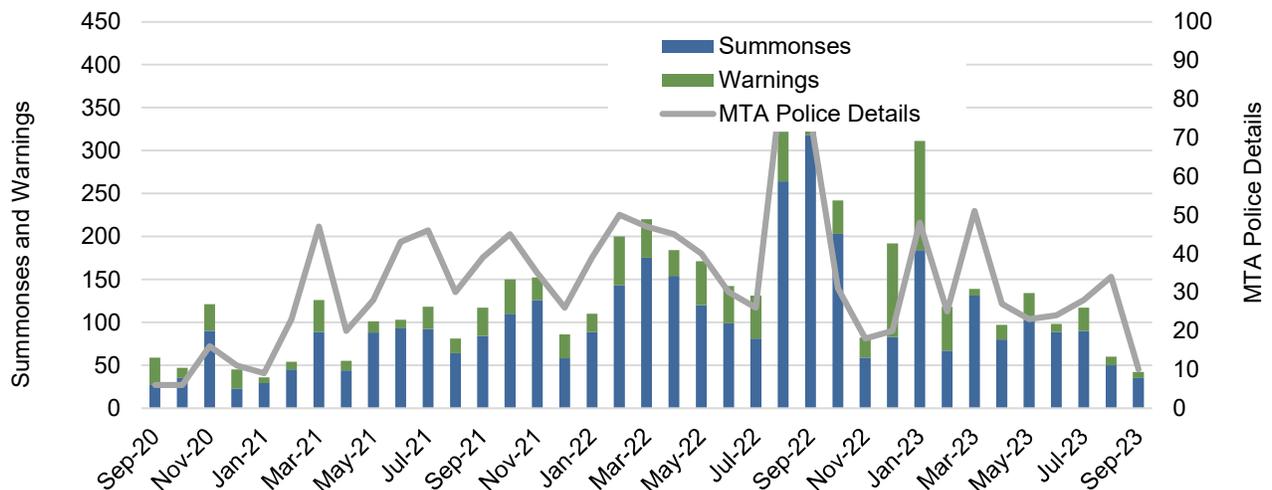
Grade Crossing Incidents and Broken Gates

Grade crossing incidents occur when railroad on-track equipment and vehicles or pedestrians collide. Broken gates happen when a vehicle breaks a grade crossing gate.



Summonses, Warnings, and MTA Police Details

The number of summonses and warnings issued to motorists for going around a grade crossing and/or for behavior that puts motorists at risk, and the number of MTA Police details deployed specifically to monitor behavior at grade crossings.



New York City Transit

Subway Customer Accident Rates decreased when comparing the most recent 12-month period to the previous one. It is worth noting that August 2023 Slip/Trip/Fall accidents were the fewest (154) since October 2022 (145).

Bus Collision Injuries, and Customer Accidents increased, while Bus Collisions decreased slightly, when comparing the most recent 12-month period to the previous one. The Office of System Safety is still working with the Department of Buses to rate the severity of each collision, so we have a better understanding of the collisions we are having and best ways to reduce them.

Employee Lost Time Accidents decreased when comparing the most recent 12-month period to the previous one.

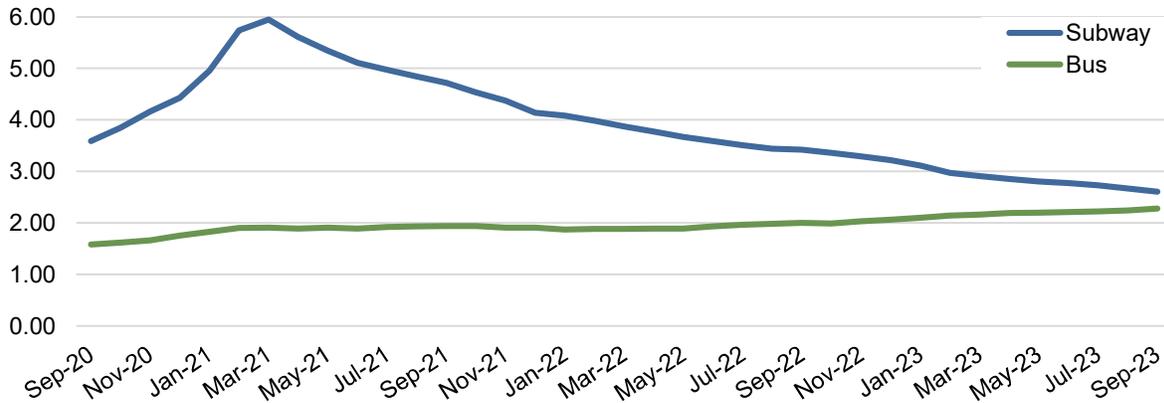
Subway Fires have decreased on a Rolling 12-Month basis when comparing periods ending September 2022 and September 2023. It is also worth noting that Monthly Fires for September 2023 (88) decreased when compared to the same month in the previous year (95).



Performance Metrics

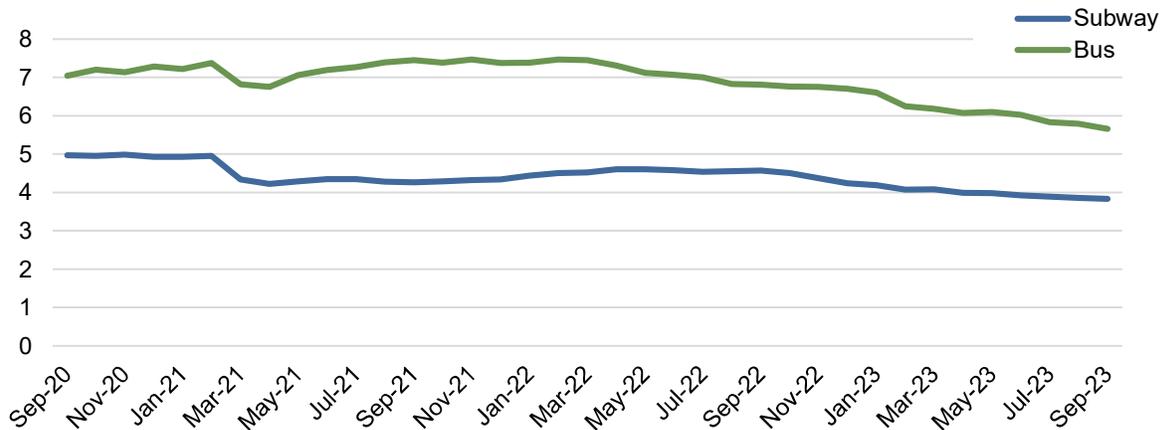
Subway and Bus Customer Accident Rate

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



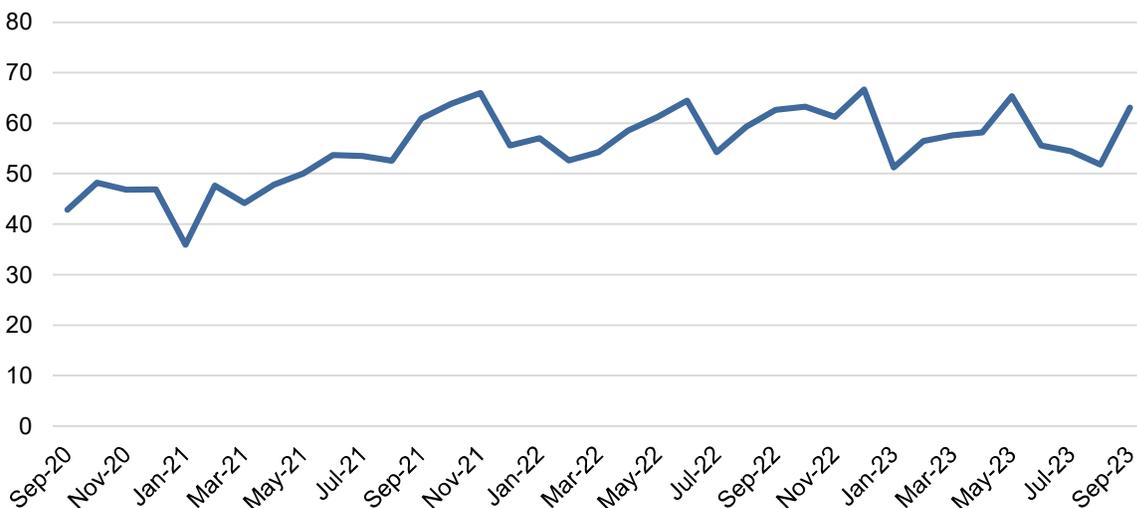
Subway and Bus Employee Lost Time Injury Rate

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



Bus Collision Rate

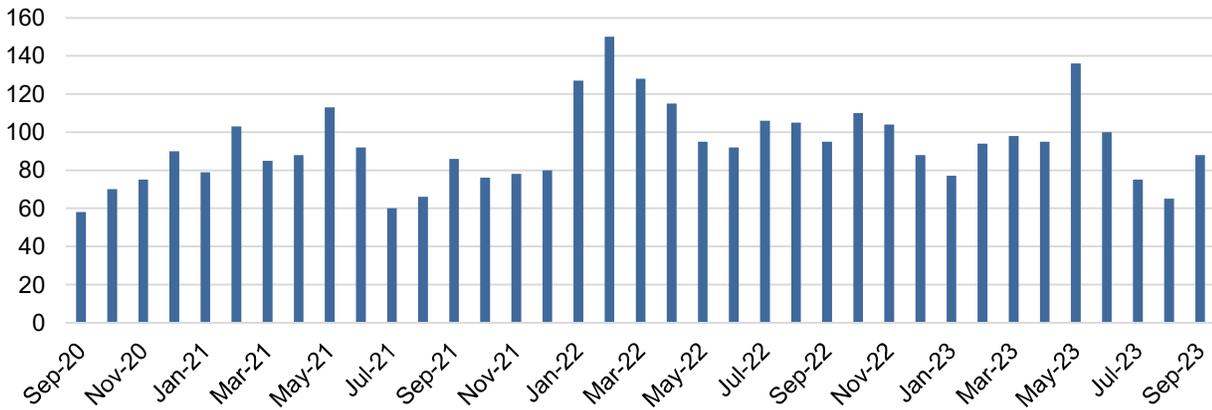
The number of bus collisions per million miles.





Subway Fires

The number of fires in the subway system including along the right-of-way, in stations, and on trains.



Subway Derailments and Collisions

The number of subway derailments and collisions on the mainline right-of-way and in rail yards.

Year	2020	2021	2022	2023 YTD
Mainline Collisions	0	0	0	0
Yard Collisions	2	3	3	0
Mainline Derailments	5	0	1	3
Yard Derailments	4	10	6	2

Prevention Metrics (Leading Indicators)

Joint track safety audits review critical on-track safety items such as flagging, third rail, and lighting. Continuous welded rail installations significantly reduced the number of rail joints to lessen the occurrence of broken rails. Friction pad installations reduces broken rail incidents and rail defects. Audible Pedestrian Turn Warning Systems produce an audible voice alert to pedestrians when a bus is making a left- or right-hand turn. Vision Zero Employee Training provides pedestrian safety training to all bus operators.

	2022	2023 YTD	
		Target	Actual
Joint Track Safety Audits Completed	311	340	230
Continuous Welded Rail Installed (Feet)	23,228	10,758	18,693
Friction Pads Installed	28,122	22,000	36,680
Audible Pedestrian Turn Warning Systems Installed	610	800	161
Vision Zero Employee Trainings Conducted	4,977	4500	4,759

MTA Bridges and Tunnels

The data shows that the recent customer collisions continue to improve, especially when comparing current rates to pre COVID operational periods. We are continuing to observe a considerable drop in the number of incidents while maintaining volumes consistent with 2019 average annual daily traffic (AADT) with of around 900.000 daily crossings. These positive trends can be attributed to a combination of law enforcement, real-time communication to our customers on roadway conditions, and the implementation of engineering controls that enhance travel efficiencies and reduce the frequency of roadway collisions.

Working closely with our colleagues in Construction and Development we have been continuing to implement controls to improve the conditions that were seen as the primary contributors to collisions.

With respect to injury on duty rates, our year-to-date trends are better than what we experienced during the same period 2022 and have continued to improve.



Performance Metrics

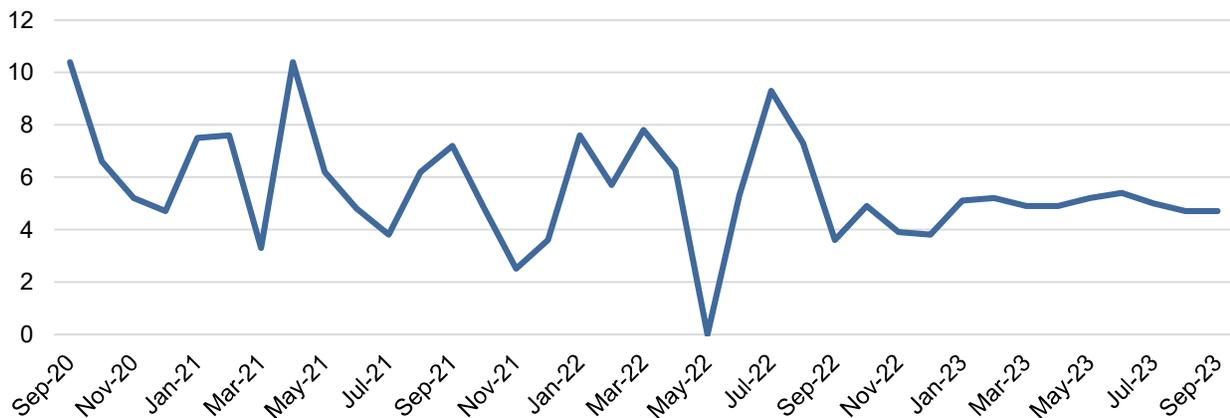
Customer Collision Rate

The number of customer vehicle collisions per one million vehicles.



Employee Lost Time Injury Rate

The number of employee lost time accidents per 200,000 hours worked.



Prevention Metrics (Leading Indicators)

Workforce development provides safety and skills training to all operations, maintenance, and staff personnel. Safety task force inspections are conducted at each facility to improve customer and worker safety. Fire code audits include reviews of fire prevention activities and firefighting and suppression equipment, as required by the NY Uniform Fire Prevention Code. FDNY liaison visits include FDNY facilities tours to become familiar with fire equipment available in structures and buildings.

	2021	2022	2023 YTD	
			Target	Actual
Workforce Development	0	486	486	582
Safety Task Force Audits	14	14	14	12
Fire Code Audits	14	14	14	13
FDNY Liaison Visits	34	29	29	17

MTA Construction & Development

C&D Safety continues to monitor reported contractor incidents, including those classified as lost time and recordable for all capital projects, to identify trends related to work-related occurrences. C&D covers all capital construction across all MTA agencies, including MNR, LIRR, NYCT, B&T, and C&D-integrated mega projects (ESA, 2nd Ave Phase two, Penn Access, Penn Gateway, Harold Interlocking, 3rd Track).

The reported Contractor incident information YTD 2023 includes the following: Slip Trips and Falls accounted for the highest number of reported lost time incidents, with a total of 11 occurrences, which equates to 26% overall — Struck By/Against accounted for the highest number of reported recordable incidents, with a total of 19 occurrences, which also equates to 41% overall. The reported Lost Time incidents, YTD, are currently 12% lower (6 incidents) than the total Lost Time Incidents reported in 2022 for the same period. The reported Recordable incidents YTD are currently 2% higher (one incident) than the total Recordable Incidents reported in 2022 for the same period. Targeted outreach continues with increased inspections to those projects with the scope of work that pose a higher risk and those that may be experiencing multiple incidents.

Overall total inspections YTD 2023 totaled 7,370. These inspections consisted of internal inspections/audits, totaling 2,238, and external inspections performed by third-party safety Consultants and OCIP, totaling 5,132. The safety inspections included general positive and negative observations, including General Safety / Housekeeping, Site Security & Public Protection, Fall Protection, Fire Protection/Prevention, and PPE for negative observations. Positive observations included Tools (Hand & Power), Stairs and Ladders, Vehicle & Equipment Safety, Supervision/ Organization, Fire Protection, and Electrical. C&D Safety Oversight continues to monitor the inspection findings for identified trends. Advisories and communications on these items are being developed and used to provide additional outreach and awareness to staff and Contractors during project and staff safety meetings to align with the C&D Safety Management System.

AECOM Safety Assessment Initiative – Advance a multiphase project to audit, evaluate, recommend, and implement a new Safety Management System (SMS) with MTA C&D. The primary focus is improving safety at construction sites and capital improvement projects around operating MTA rail transit, bridge, and tunnel facilities, including an IT platform selection and data management application.

- Safety Oversight has implemented the Safety Management System – Phase 1 of 3 phases, implementing the new Safety Management System (SMS) throughout the entire agency but rolling out the program in stages to ensure all staff, supporting projects, vendors, and contractors are systematically adopting the new process and protocols. Phase 1 initially focuses on enhancements to current safety practices and procedures, identifying and providing clear roles and responsibilities for all levels, updating levels of safety training requirements, and enhancing meeting best practices for safety meetings.

- C&D Safety Oversight is finalizing the Phase 2 training materials rollout and final enhancement to the SMS with AECOM. The tentative rollout is currently scheduled for February 2024.

- The digital solution for the Safety Management System continues progressing with HQ and has been incorporated into an Agencywide ESS. This program is an integral component of the comprehensive Safety Management System (SMS). The ESS program would remove numerous manual processes of collecting field assessments, manually entering the results, storing files in email, SharePoint, or OneDrive locations, which are not often accessible to all staff and allow real-time inspections and submissions to be viewed and tracked, with input from all users (e.g., GC/PMC field safety coordinators and C&D Safety Oversight/BU Safety staff). The scope of work (SOW) is being finalized with all stakeholders.

- C&D has currently created an interim inspection solution. The program will have limitations but will be able to provide a higher level of automation to allow for more direct input into the new safety data dashboard.

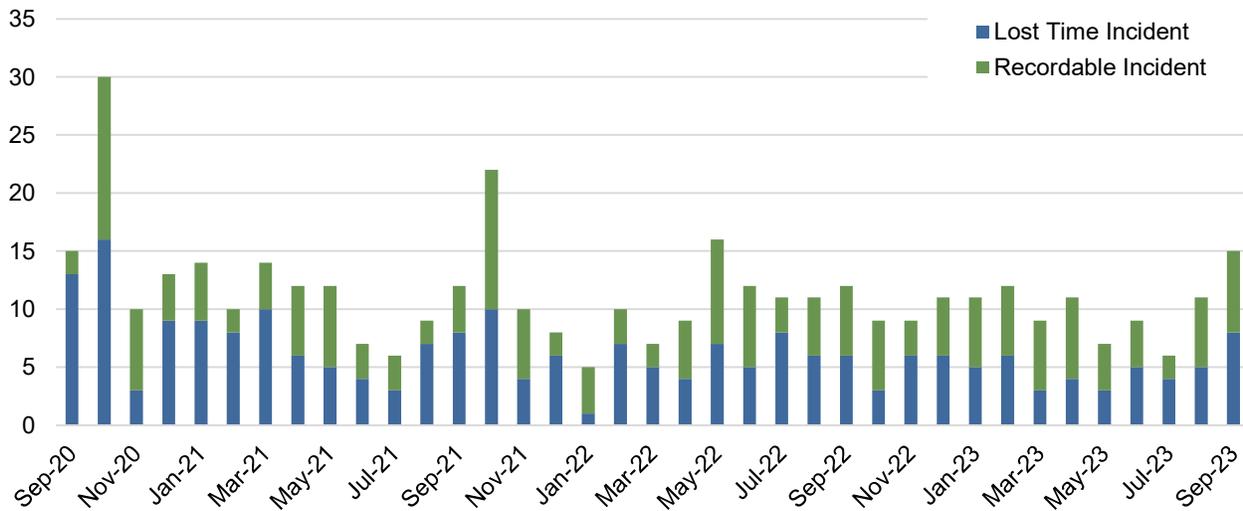
- The Safety Oversight unit continues outreach initiatives with Contractors and Construction organizations to discuss C&D Safety trends and lessons learned from current projects. The monthly and quarterly Outreach meetings with the various PMC/CCM consultant companies continue and include discussions on possible areas for additional collaboration and mitigations for ongoing and future projects.



Performance Metrics

Contractor Lost Time and Recordable Incidents

Lost time incidents measure the number of contractor safety-related incidents leading to lost time. Recordable incidents measure the number of safety-related incidents recorded that do not result in contractor lost time.



Serious Incidents

The number of serious safety-related incidents.

	2022	2023 YTD
Struck by / Against	4	0
Slips, Trips, Falls	5	1
Electrical Shock	1	2
Laceration	2	0

Prevention Metrics (Leading Indicators)

Inspections and Audits

The number of inspections and audits performed at construction sites. Inspections are conducted in-house (internal) and by third-party safety consultants and Owner Controlled Insurance Program teams (external).

	2022	2023 YTD
Inspections and Audits - Internal	2,173	2,238
Inspections and Audits - External	6,264	5,132

MTA Safety Committee

Key Security Metrics

November 29, 2023

Long Island Rail Road

LIRR Office of Security proactively monitors locations based upon information developed through coordination with MTAPD, LIRR employee, Community complaints/concerns, Quality of Life issues, current trends, as well as information pulled from other sources. OOS is actively involved in the MTA's counter terrorism efforts providing real time surveillance and information as well as providing valuable forensic data during the investigative process.

Currently, major focus is on Terminal and Station public waiting areas utilizing LIRR Security Command Center access to cameras and access control technologies, which are supported by the use of analytics, which assist in the identification of problematic areas where individuals may remain and vandalize areas or present possible threats to customers.

Assist with identification of homeless individuals in need of assistance, using information developed, as outlined previously, Office of Security personnel monitor LIRR locations which have been identified as being prone to homelessness. When Office of Security personnel observes possible undomiciled conditions, LIRR works with MTA PD to address and correct the condition. The LIRR Security Command Center observed a total of Twelve apparently undomiciled individuals, dispatching police to render aide for the 2nd Quarter of 2023, Totaling Thirty for the first half of the year.

Based on trending patterns the LIRR Security Staff conducts security assessments at LIRR properties, such as station buildings, facilities, and yards. Security Personnel use all available information, as previously outlined, applying their intrinsic knowledge of the LIRR and current threat-based trends to determine if current security mitigations are sufficient to address all known security needs. The assessments support the recommended mitigations to address these vulnerabilities.

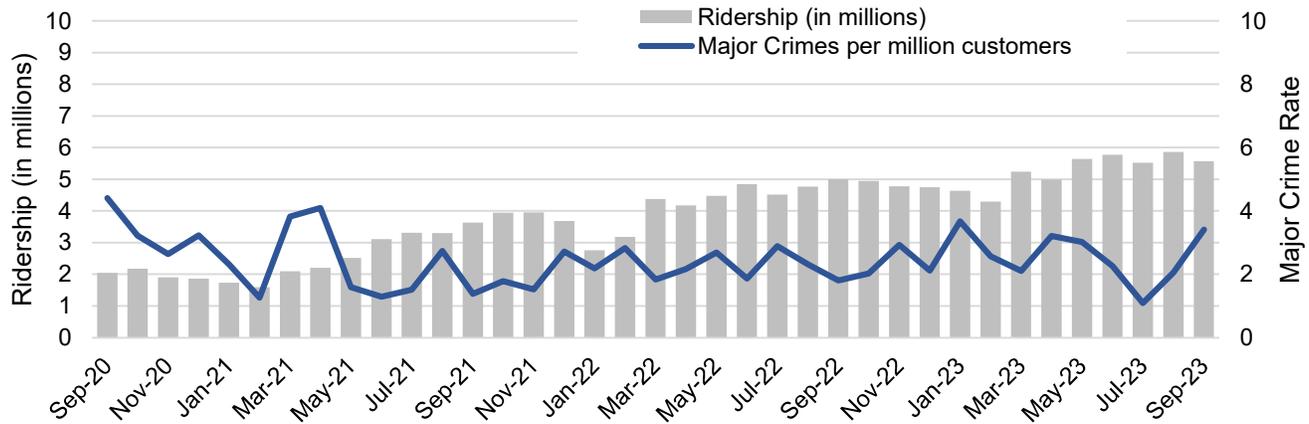
LIRR Security monitors employee workplace violence incidents and looks for potential enhancements or mitigations to prevent future occurrences. MTA/LIRR is addressing prevention of worker assaults in the following ways:

- Enhancing Customer Messaging
- Deploying Additional Employee training and awareness campaigns
- Engaging with Transportation Labor Union on frontline worker issues (our most vulnerable employee population)
- Expanding the MTAPD patrol program footprint to touch more trains, especially those during rush hours or with persistent issues. The results have been overwhelmingly positive for both train crews and customers.

LIRR continually researches security technologies to address both physical security devices and security applications to ensure LIRR security systems remain current and viable, keeping in mind the fiscal responsibilities to the agency. LIRR Office of Security continues to push forward procurements that add or enhance camera coverage at our stations, yards, and facilities.

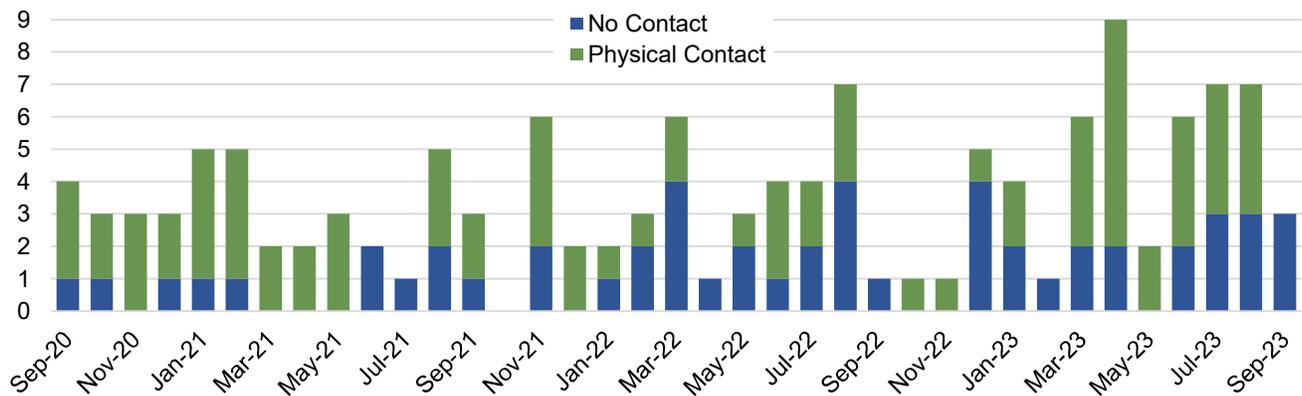
Major Crimes Against Customers

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



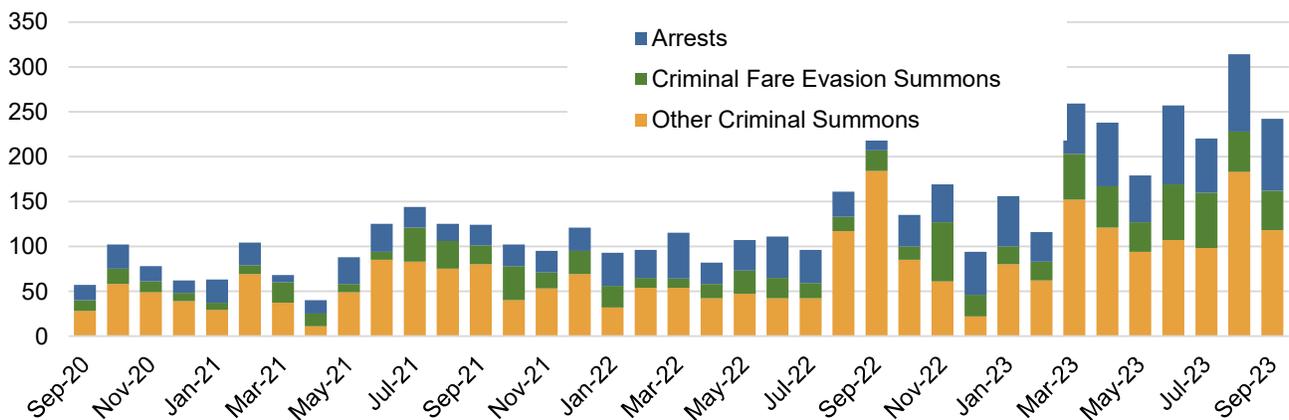
Assaults and Harassments Against Employees

The number of assaults and harassments against MNR employees recorded by MNR Security, per NYS DOL Law (Categorized by Physical Contact and Non-Contact Incidents; Physical Contact Includes Assault & Aggravated Harassment, No Contact includes all other harassment & menacing).



Summonses and Arrests

The number of criminal summonses issued for fare evasion, the number of criminal summonses issued for other infractions, and the number of arrests made by the MTA Police Department



Metro-North Railroad

The Metro-North Railroad (MNR) Security Department (Security) continues to support MNR Operations as well as the MTA Police Department. As the dependency on video surveillance continues to rise, MNR Security expand its video surveillance footprint. On a regular basis, video camera locations are added to MNR Security video network which now exceeds 15,000 cameras. Support of MNR Operations and MTAPD is enhanced through use of a state-of-the-art video management system which allows for immediate video distribution to specific individuals using cloud-based technology. MNR Security's unique and advanced ability to manage and protect video ensures all requested video is secured, archived, and rapidly distributed.

MNR Security takes great pride in managing the Workplace Violence Prevention Plan (WVPP). Since 2016, MNR Security has investigated every instance of Workplace Violence (WPV) that has been reported by MNR employees. MNR Security has identified that WPV incidents onboard the trains involving train crews and passengers are the most prevalent place for WPV to occur. MTA/MNR is addressing prevention of worker assaults in the following ways:

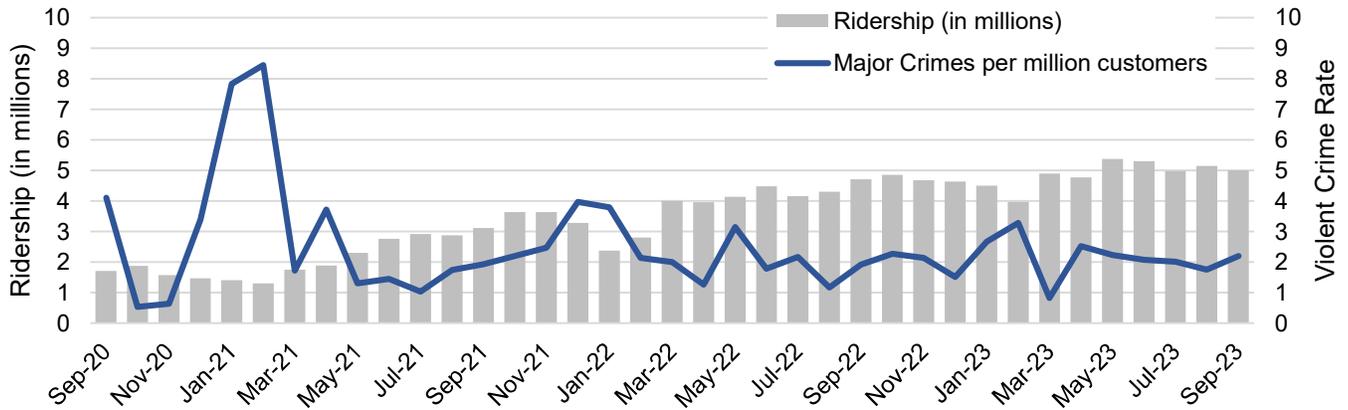
- Running a de-escalation training program for new and existing conductors. 100% of Conductors will receive this training by the end of 2023. All new MNR employees are given in-person De-escalation techniques training as part of the Security Basics module at New Hire Orientation.
- Weekly meetings with MTAPD, MNR Transportation, and Labor Unions to discuss issues regarding operational security. They identify specific trains where MTAPD can deploy officers to address specific trouble-making individuals or specific stations where incidents have occurred that need law enforcement.
- Expanding the MTAPD patrol program footprint to touch more trains, especially those during rush hours or with persistent issues. The results have been overwhelmingly positive for both train crews and customers.

MNR Security continues to enhance programs and initiatives related to crime reduction, enhanced customer and employee safety, and improved customer experience.



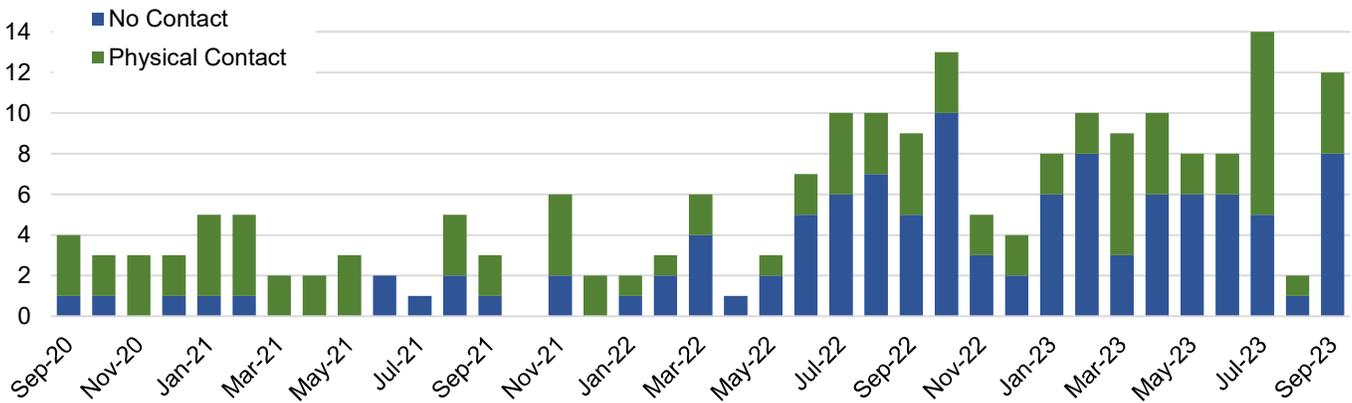
Major Crimes Against Customers

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



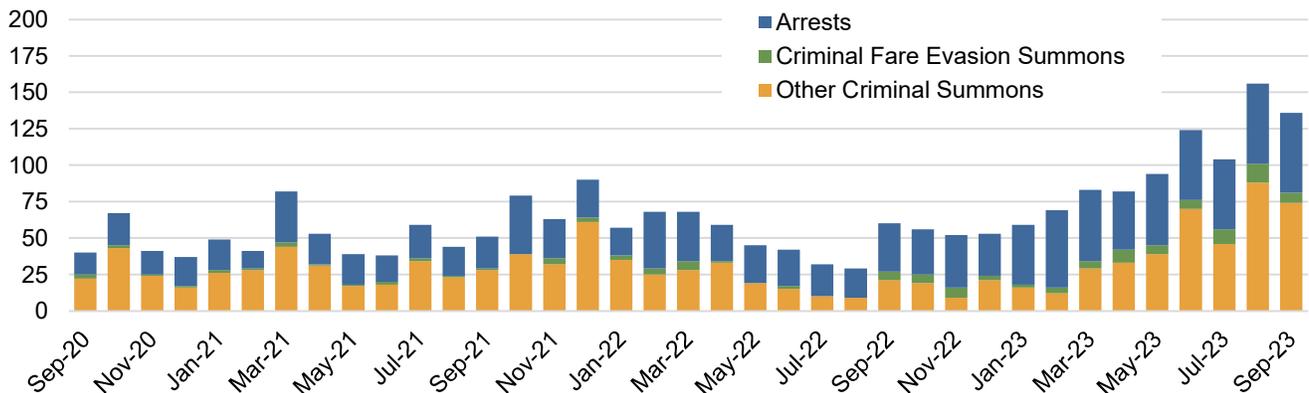
Assaults and Harassments Against Employees

The number of assaults and harassments against MNR employees recorded by MNR Security, per NYS DOL Law (Categorized by Physical Contact and Non-Contact Incidents; Physical Contact Includes Assault & Aggravated Harassment, No Contact includes all other harassment & menacing).



Summonses and Arrests

The number of criminal summonses issued for fare evasion, the number of criminal summonses issued for other infractions, and the number of arrests made by the MTA Police Department



New York City Transit

Monthly Major Felony Crime ticked up 3% in September from August 2023 but remained down 9% from the 2022 monthly average. Crimes per million rides remained nearly flat from August 2023, and the rate was down 20% from the 2022 monthly average. Major Crime 2023 YTD (through September) is down 5% v. the same period in 2022. Crimes per million rides 2023 YTD is also down 18% v. the same period in 2022.

PD summonses and arrest activity continues to trend upward into 2023. September Fare Evasion Summonses in the Subway are up 52% from the CY 2022 monthly average. Arrests are also up 71% from last year's average.

Employee workplace violence cases in September were down 13% from August 2023 and down 11% from the 2022 monthly average. Employee workplace violence cases 2023 YTD (through September) are down nearly 6% v. the same period in 2022.

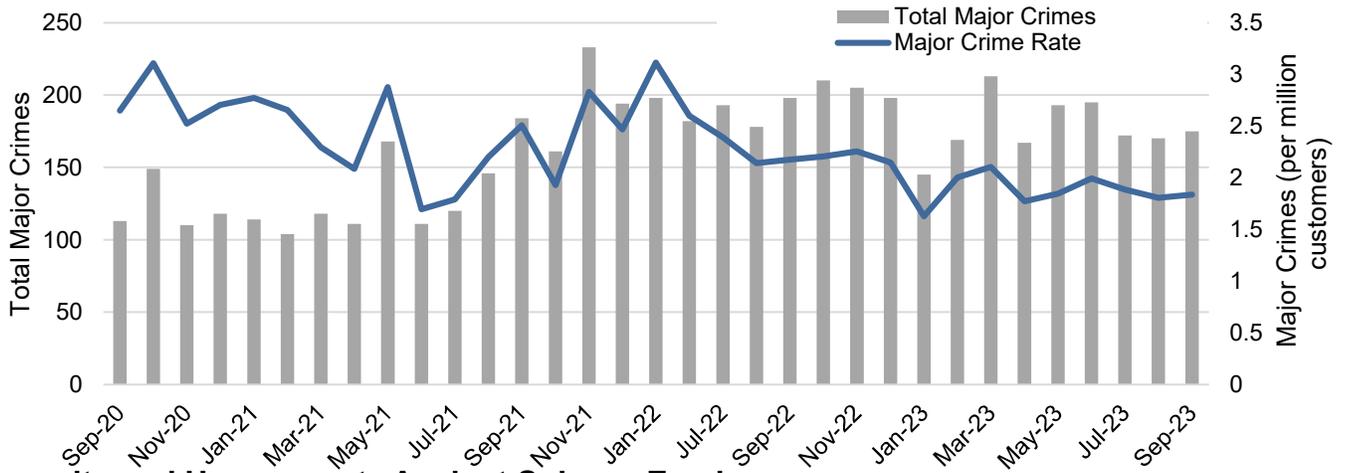
Although employee assaults are up for the year, they are only 7% of our total cases and remain low on a per rider basis. MTA/NYCT is addressing prevention of worker assaults by the following:

- Implementing On-Board Video Systems
- Piloting Bus Operator Physical Protective Measures
- Expanding Bus Fare Evasion Prevention
- Enhancing Customer Messaging
- Obtaining lessons learned from Bus Operators (Focus Groups)
- Collaborating with labor management committees
- Conducting Employee De-escalation Training
- Tracking cases and following-up with District Attorney Offices to ensure worker assault cases are given focus/attention
- Banning of offenders from the transit system;
- Providing de-escalation training

In addition, NYCT continues to innovate internal programs as well as partner with NYPD and MTAPD on initiatives geared towards overall crime reduction, enhanced customer and employee safety, and improved customer experience.

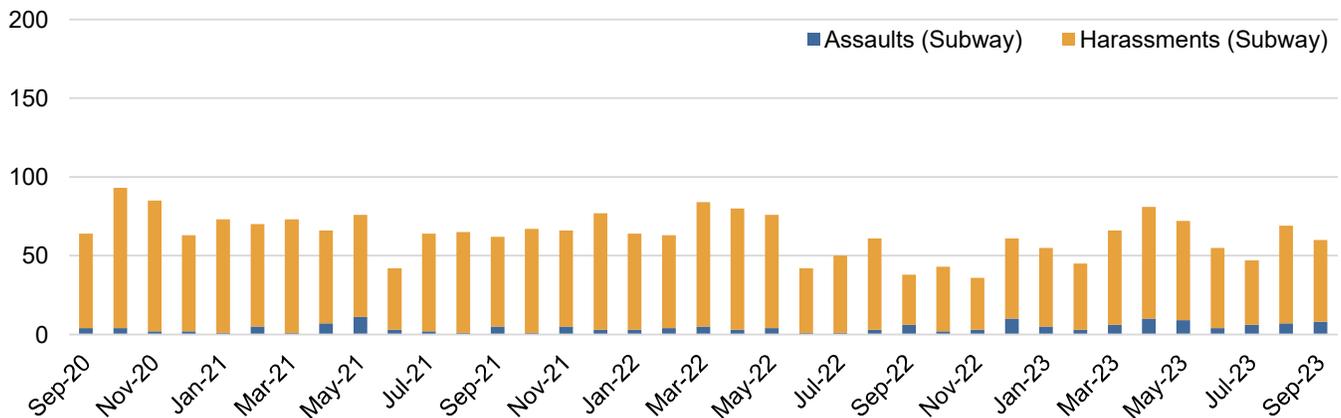
Major Crimes Against Subway Customers

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



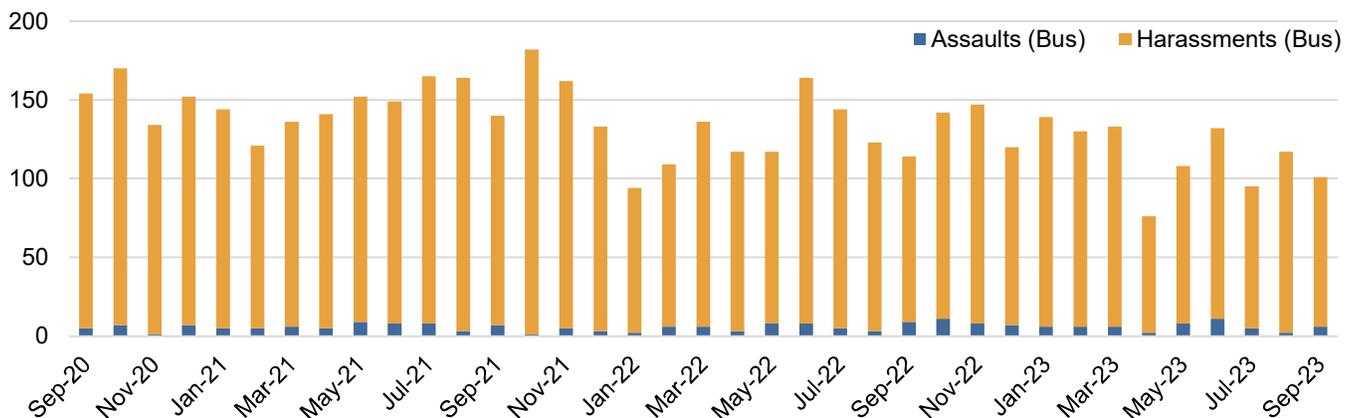
Assaults and Harassments Against Subway Employees

The number of assaults and harassments against subway employees. Under NYS penal law, assault requires physical injury. Harassment involves actions that annoy or alarm with no resulting physical injury.



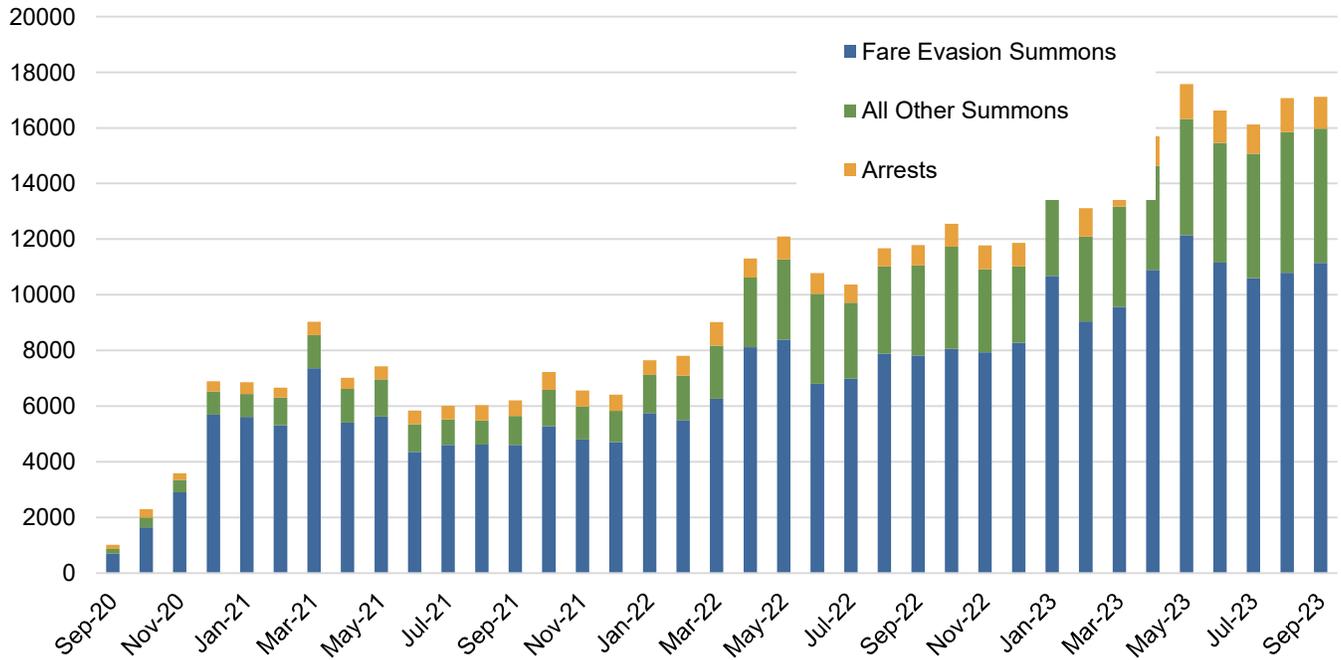
Assaults and Harassments Against Bus Employees

The number of assaults and harassments against bus employees. Under NYS penal law, assault requires physical injury. Harassment involves actions that annoy or alarm with no resulting physical injury.



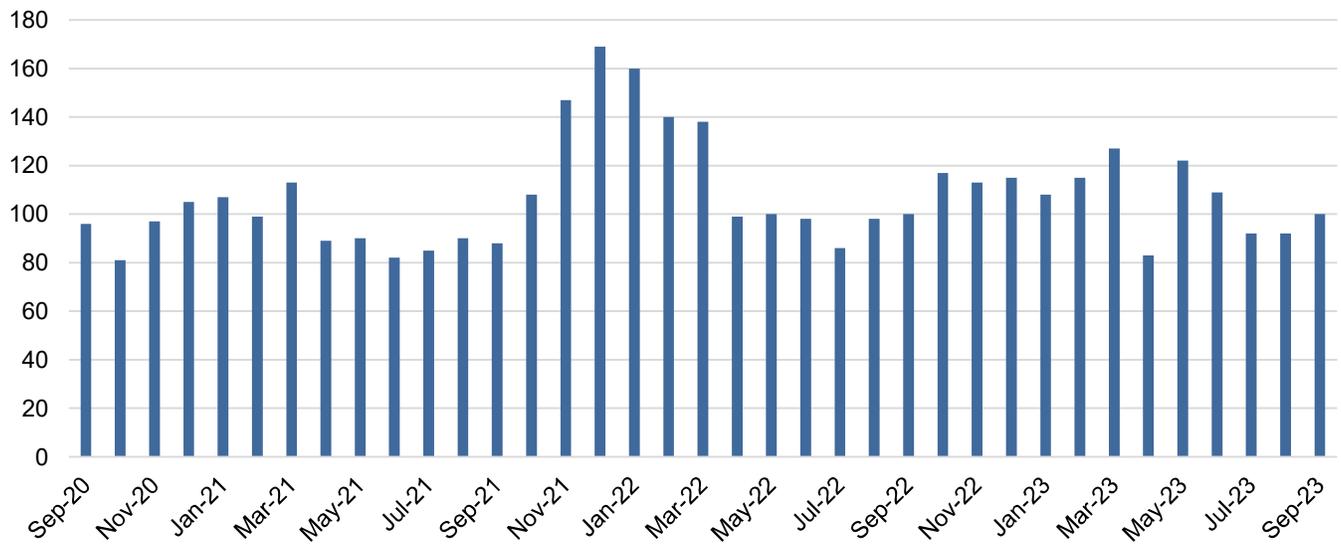
NYPD Summonses and Arrests

The number of summonses issues for fare evasion (Transit Adjudication Bureau + criminal); the number of summonses issues for other infractions; the number of arrests made by NYPD



Track Intrusion Incidents

The number of incidents in which a non-authorized person is on or about subway tracks, hindering subway operations



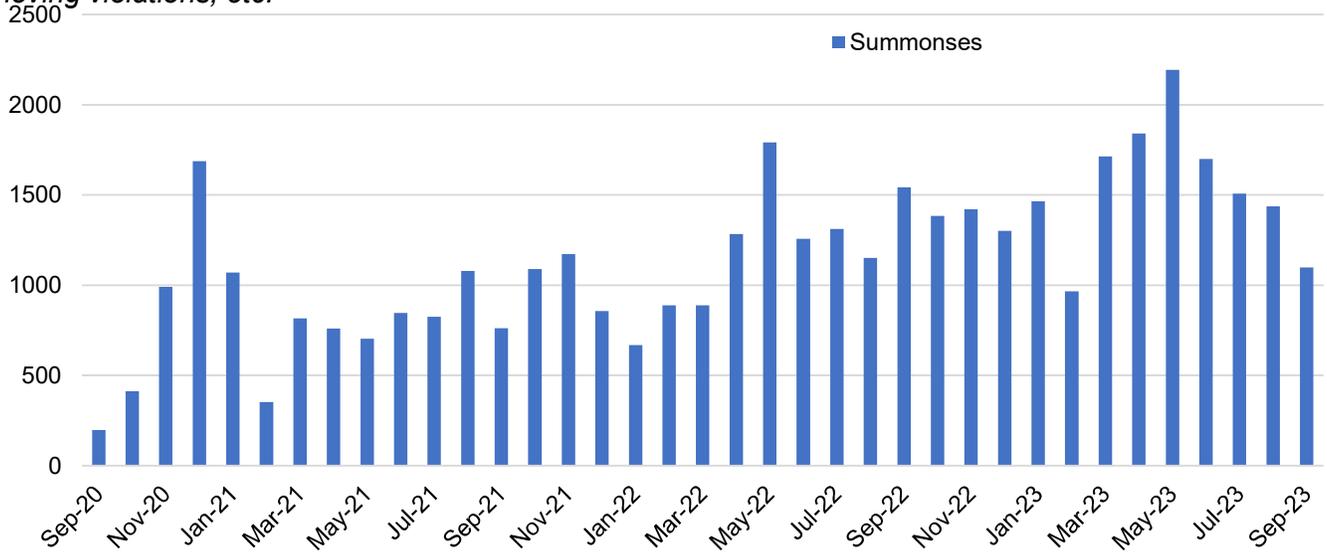
MTA Bridges and Tunnels

The WPV program at Bridges and Tunnels is a yearlong and continual endeavor. The Internal Security Department promotes the safety and well-being of all people in our workplace through the continual evaluation of the physical environment of our places of work, reviewing workplace violence incident reports to identify trends in the types of incidents reported, and reviewing the effectiveness of the mitigating actions. This will continue to be done in collaboration with Operations, Maintenance, and Safety & Health departments with the support of MTA Headquarters business units such as, MTA Labor Counsel and Law Departments, Office of Security, and in partnership with the labor organizations representing our employees.



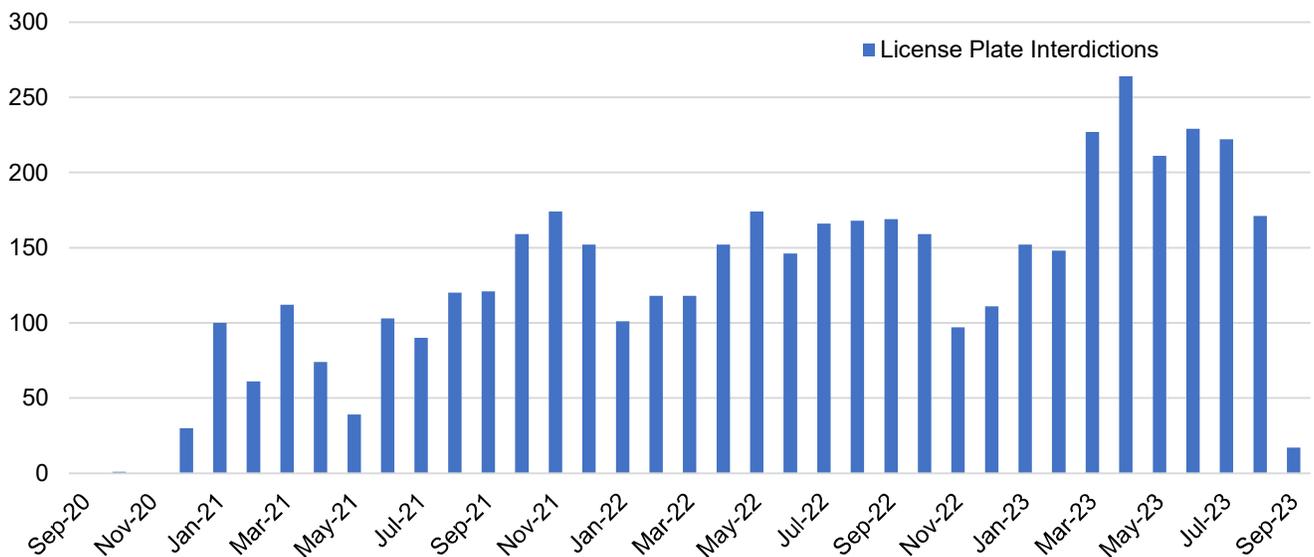
Bridges and Tunnels Summonses

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



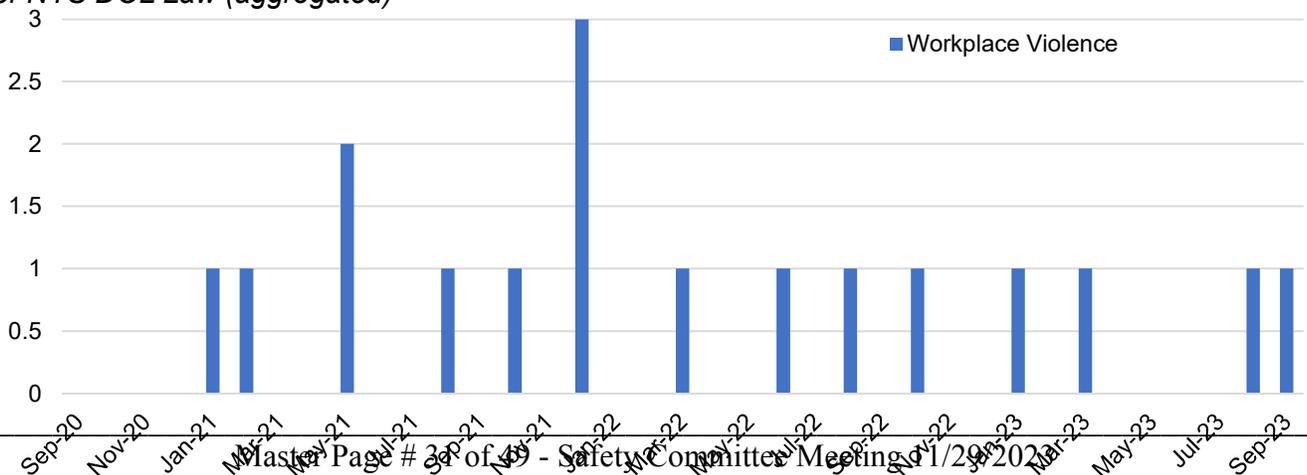
Bridges and Tunnels License Plate Interdictions

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



Assaults and Harassments Against Employees

The number of assaults and harassments against B&T employees recorded by B&T Security, per NYS DOL Law (aggregated)



MTA HQ Occupational Health Services (OHS)





Drug & Alcohol Testing Programs

New York City Transit
MTA Bus Company
Metro North Railroad
Long Island Rail Road
MTA Police

October 2023



Prepared by: Nelson Gonzalez
Drug & Alcohol Program
Director





Overview

- **Medical Review Officer (MRO)** makes determination on all drug test reported positive from the laboratory (Quest).
- **Designated Employer Representative (DER)** removes employee from safety sensitive functions once a notification is issued by the MRO*.
- **Substance Abuse Professional (SAP)** is DOT qualified to ensure the employee has met the DOT requirements to return back to safety sensitive duties. This service is provided by Employee Assistance

Programs (EAP) & Union Assistance Programs (UAP).
* Only New York City Transit has a DOT-FA approved stand-down policy to remove an employee from safety sensitive functions once a positive test result is received in the laboratory.





Drug Testing Categories

Fitness For Duty

- Pre-Employment/Promotion
- Periodic
- Return-To-Work
- Reasonable Suspicion
- Post-Accident

Deterrent (Random)

- Random Drug & Alcohol Testing

Rehabilitation (Return-To-Duty Process)

- Follow-up Drug and /or Alcohol testing





DOT Testing Panel (5 Panel)

- Marijuana Metabolite
- Cocaine Metabolites
- Opioids*
- Amphetamines (MDA-Analogues)
- Phencyclidine (PCP)

*Includes: Morphine, Codeine, 6-Monoacetyl/morphine (Heroin Metabolite)
Hydromorphone, Hydrocodone, Oxycodone, Oxymorphone & Oxycodone





Random DOT Testing Rates

New York City Transit, MTA Bus & MTA Police

- FTA: 50% Drug 10% Alcohol

Metro North Railroad & Long Island Rail Road

- FRA (MOW): 50% Drug 10% Alcohol
- FRA (HOS): 25% Drug 10% Alcohol
- FMCSA: 25% Drug 10% Alcohol

Note

DOT: US Department of Transportation
FTA: Federal Transportation Administration
FRA: Federal Railroad Administration
Hours of Service
MOW Employees
FMCSA: Federal Motor Carrier Safety Administration





Non-DOT Testing Panel

- Marijuana Metabolite
- Cocaine Metabolites
- Opioids*
- Amphetamines (MDA-Analogues)
- Phencyclidine (PCP)
- Methadone
- Buprenorphine
- Barbiturates
- Benzodiazepines

*Includes: Morphine, Codeine, 6-Monoacetyl/morphine (Heroin Metabolite)
Hydromorphone, Hydrocodone, Oxycodone, Oxycodone





New York City Transit

2022 Drug & Alcohol Testing

Test Type	Drug Test	Positive Drug Test	Drug Positive Rate	Alcohol Test	Positive Alcohol Test	Alcohol Positive Rate
Pre-Employment	11,286	828	7.37%	0	0	0%
Random*	18,182	68	0.37%	18,173	28	0.15%
Fitness for Duty	26,909	165	0.61%	9,326	26	0.28%
Total:	56,377	1,061	1.88%	27,499	54	0.20%

* This figure is based on 50% testing rate.





MTA Bus Company

2022 Drug & Alcohol Testing

Test Type	Drug Test	Positive Drug Test	Drug Positive Rate	Alcohol Test	Positive Alcohol Test	Alcohol Positive Rate
Pre-Employment	1,468	38	2.59%	0	0	0%
Random*	1,800	6	0.33%	1,793	0	0.00%
Fitness for Duty	2,257	10	0.44%	653	2	0.31%
Total:	4,890	54	0.98%	1,763	2	0.08%





Metro North Railroad

2022 Drug & Alcohol Testing

Test Type	Drug Test	Positive Drug Test	Drug Positive Rate	Alcohol Test	Positive Alcohol Test	Alcohol Positive Rate
Pre-Employment	845	16	1.89%	0	0	0%
Random*	1,485	16	1.07%	1,460	0	0.07%
Fitness for Duty	2,560	15	0.59%	885	2	0.89%
Total:	4,890	47	2.48%	1,763	4	0.23%

* This includes random testing for:

FRA (HOS & MOW)

FMCSA





Long Island Rail Road

2022 Drug & Alcohol Testing

Test Type	Drug Test	Positive Drug Test	Drug Positive Rate	Alcohol Test	Positive Alcohol Test	Alcohol Positive Rate
Pre-Employment	812	16	1.97%	0	0	0%
Random*	1,427	6	0.42%	1,425	1	0.07%
Fitness for Duty	1,221	6	0.49%	338	3	0.34%
Total:	3,460	28	0.81%	1,763	4	0.17%

* This includes random testing for:

FRA (HOS & MOW) FMCSA





MTA Police 2022 Drug & Alcohol Testing

Test Type	Drug Test	Positive Drug Test	Drug Positive Rate	Alcohol Test	Positive Alcohol Test	Alcohol Positive Rate
Pre-Employment	266	0	0%	0	0	0%
Random	529	0	0%	523	0	0%
Fitness for Duty	43	0	0%	13	0	0%
Total:	838	0	0%	536	0	0%



MTA HQ Safety

November 2023



NTSB Recommendations

- ▣ The MTA coordinates with the NTSB regarding emerging lessons learned from ongoing investigations.
- ▣ No new formal onsite investigations from July 2020 to current date.
- ▣ Six recommendations were closed this year.
- ▣ Four remaining recommendations are classified as “Open-Acceptable Action.”



NTSB Open Recommendations

	Recommendation	MTA Actions	Status
MTA	<p>R-14-066: – Require review of safety & operational data/identify trends.</p> <p>R-14-067: Establish a program to evaluate deficiencies and apply mitigations across agencies.</p> <p>R-14-068: Oversight and tracking process to ensure coordination of recommendations.</p>	<p>UPDATE: The MTA Safety Council was established in 2015 to review safety data and direct risk mitigation actions based on evaluated issues.</p> <p>NTSB Safety Recommendations R-14-066, 067, and 068 confirmed all Closed-Acceptable Action 09/09/23.</p>	
	<p>NTSB/Special Investigative Report (SIR)-18/01 End-of-Track Collisions at Terminal Stations</p> <p>R-18-003: Atlantic Terminal, Brooklyn: Review/revise hazard management portion of SSPP to ensure it documents incidents to identify and assess operational hazards.</p> <p>R-18-004: Ensure that operator impairment due to medical conditions, including obstructive sleep apnea, is part of hazard management portion of SSPP.</p>	<p>UPDATE: LIRR has updated its System Safety Program Plan (SSPP) with tasks that satisfy the intent of this recommendation. MTA follow-up letter to NTSB pending, under review.</p> <p>UPDATE: LIRR has developed and submitted an amendment to its FRA-approved SSP, which includes a Fatigue Risk Management Program Plan (FRMPP) to the FRA. MTA follow-up letter to NTSB pending, under review.</p>	 



NTSB Open Recommendations

Agency	Recommendations	MTA Actions	Status
MNR	<p>R-15-003: Bridgeport, CT - Replace Grade 5 mounting bolts in M-8 passenger-car fleet with stronger bolts.</p> <p>R-19-044: Rye, NY – Following a report of a track condition, rail traffic controllers should issue a speed restriction.</p>	<p>UPDATE: All grade 5 bolts were replaced with grade 8 on the entire in-service M-8 Fleet. Confirmed Closed Acceptable Action 04/05/2023</p> <p>UPDATE: New track condition procedures implemented by MNR. Confirmed Closed-Acceptable Action 04/05/23</p>	<p>Closed Acceptable Action</p> <p>Closed Acceptable Action</p>



NTSB Open Recommendations

Agency	Recommendations	MTA Actions	Status
LIRR	<p>R-20-008- Queens Village, NY: Mitigate risks associated with using <u>train approach warning</u> as a method of on-track protection</p> <p>R-20-009: Work with the Labor Unions to develop and implement a work scheduling regime to reduce risk of fatigue</p>	<p>UPDATE: Safety initiatives, training, and procedures implemented. NTSB update letter pending</p> <p>UPDATE: MTA update letter to NTSB issued 11/14/23. Work with labor unions continues to meet the intent of the recommendation.</p>	<p>Open Acceptable Action</p> <p>Open Acceptable Action</p>



NTSB Open Recommendations

Agency	Recommendations	MTA Actions	Status
NYCT	<p>R-19-033: Brooklyn, NY</p> <p>Revise your flagging procedures to prohibit the movement of trains at greater than restricted speed</p>	<p>UPDATE: Flagging protection process, modified and implemented to address. Confirmed Closed Acceptable Action 05/23/23.</p>	

