Safety Committee Meeting
July 2019

Committee Members

P. Foye, Chair
S. Feinberg, Vice Chair
A. Albert
N. Brown
S. Metzger
J. Samuelsen
V. Tessitore
N. Zuckerman
1. Public Comments

2. Approval of Minutes - April 17, 2019
   Safety Committee Minutes - Page 3

3. Safety Committee Work Plan
   2019 Safety Cmte Work Plan - Page 7

4. Homeless Outreach Program Update
   Homeless Outreach Report - Page 10

5. Emergency Notification System & Emergency Exercise

6. Safety Metrics
   May
   MNR Safety Report - Page 15
   LIRR Safety Report - Page 16
   NYCT Safety Report - Page 17
   B & T Safety Report - Page 18
   April
   MNR Safety Report - Page 19
   LIRR Safety Report - Page 20
   NYCT Safety Report - Page 21
   B & T Safety Report - Page 22

7. Cameras - Safety Enforcement

Next Meeting: September 2019
The following members were present:

Hon. Patrick Foye, Chair  
Hon. Sarah Feinberg  
Hon. Andrew Albert  
Hon. Norman Brown  
Hon. Vincent Tessitore  
Hon. Michael Lynton  
Hon. Susan Metzger  
Hon. David Mack

The following agency safety officers were present:

Patrick Warren, Metropolitan Transportation Authority, Headquarters (“MTAHQ”)  
Anne Kirsch, Metropolitan Transportation Authority, Headquarters (“MTAHQ”)  
Robert Diehl, MTA New York City Transit, (“NYCT”)  
Carl Hamann, MTA New York City Transit, (“NYCT”)  
Loretta Ebbighausen, MTA Long Island Rail Road (“LIRR”)  
Justin Vonashek, Metro-North Railroad (“MNR”)  
Eric Osnes, MTA Bridges and Tunnels (“B&T”)  
Peter Kohner, MTA Capital Construction (“CC”)

Ronnie Hakim, Managing Director, Metropolitan Transportation Authority (“MTA”); Janno Lieber, Chief Development Officer Metropolitan Transportation Authority (“MTA”); and Daniel DeCrescenzo, Acting President, Bridges and Tunnels (“B&T”) were also in attendance.

Chairman Foye chaired the April meeting, and called the meeting to order.

Ms. Kirsch provided a safety briefing.

PUBLIC SPEAKERS

There was one public speaker, Jason Pinero.

APPROVAL OF MINUTES

Upon motion duly made and seconded, the minutes of the January 2019 Safety Committee were approved.
SAFETY COMMITTEE WORK PLAN

Chairman Foye asked if there any changes to the work plan. Mr. Warren said that were two changes to the plan. The first stating that today’s meeting was originally scheduled for May and the second change is that Homeless Outreach will be discussed at the July Safety Committee meeting.

Mr. Foye asked Mr. Warren what the theme was regarding Safety trends across the agencies. Mr. Warren stated that the overall trend is positive. Mr. Warren stated that the group’s focus right now is on grade crossings and trespassing, as well as contractor compliance.

SAFETY ASSURANCE: GRADE CROSSINGS PROGRAM

Mr. Warren opened with remarks covering the agenda. He explained that, nationally, highway-rail grade crossing incidents are largely flat. Mr. Warren outlined Federal requirements regarding railroad crossings.

Commissioner Albert asked about Federal requirements for decibel level of the bells at grade crossings.

Mr. Warren stated there is a requirement and he will get back to Mr. Albert.

Mr. Warren discussed passive and active grade crossing engineering techniques. He also discussed proposed legislation for the use of cameras for enforcement (punitive) at grade crossings, and how the municipalities do not have this enforcement tool.

Commissioner Brown asked about the status of legislation disciplining drivers.

Commissioner Feinberg noted that camera enforcement at grade crossings is an issue that has been presented to State legislatures across the country, however, legislatures have demonstrated that they are reticent to fine drivers. She suggested the MTA demonstrate support for such legislation.

Chairman Foye agreed with Ms. Feinberg that it would be valuable to draft a letter to send to the New York State legislature advocating for camera enforcement.

Commissioner Tessitore commented that no camera system would prevent an accident.

Commissioner Feinberg offered that fines have the potential to drive changes in driver behavior. Chairman Foye requested a plan to advance legislation on this in this legislative session.

Commissioner Brown suggested legislation should include that drivers bear some of the responsibility when there are incidents at grade crossings.

Chairman Foye requested follow up with legal to see if there is current law on this and if not consider putting legislature in place.

Commissioner Albert asked is if MTA railroads used raised surfaces or tactile strips at grade crossings.

Mr. Vonashek stated Metro-North Railroad does not have any tactile strips on their territory. Ms. Ebbighausen addressed the question in her presentation.
Ms. Ebbighausen delivered a presentation regarding LIRR grade crossings 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.

Commissioner Albert asked if signage is part of community education of grade crossings. Ms. Ebbighausen stated it is, especially in driver education classes.

Ms. Ebbighausen continued with her presentation discussing the use of delineators, striping, WAZE, cameras and elimination of crossings. 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. Lieber mentioned there will be an 8th crossing eliminated, one more than stated by Ms. Ebbighausen.

Commissioner Mack stated there is nothing more useful than working with local law enforcement on these crossings safety enforcement matters.

Commissioner Brown asked if MTA could develop an accounting expense for grade crossing incidents? Railroads will provide an accounting of costs associated with grade crossing incidents. Mr. Vonashek presented on Metro-North grade crossings. 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.

Commissioner Albert asked if Metro-North has signage well in advance of a driver reaching the grade crossings. The Safety Officers stated that this signage does exist.

Commissioner Metzger asked about status of work at certain crossings at Metro-North and asked Mr. Vonashek to provide an update at the next Metro-North Committee meeting.

Chairman Foye asked Mr. Warren to look into who is best in class regarding Grade Crossing Safety.

Chairman Foye confirmed that the Governor’s office is looking for legislative sponsors to try and move the legislation forward on grade crossing safety and asked that he and the commissioners talk about that offline.

**BRIDGE CLOSURE PLANNING AND PROCEDURES**

Mr. Warren asked Mr. Osnes to discuss Bridges and Tunnels. 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. DeCrescenzo stated B&T is taking a proactive approach with messaging and partnering with Transcom, WAZE, NYCDOT, NYSDOT and Port Authority to plan and coordinate in advance of weather events.

Chairman Foye commented on how WAZE works and in the event of a facility closing how does it work to redirect traffic.

Commissioner Lynton commented on how WAZE worked. Commissioner Lynton asked if we have an alert system to notify the trucking industry. Mr. Osnes stated that the truckers have their own logistics system. Commissioner Lynton asked if it would be difficult to set-up a messaging system for the truckers. Mr. DeCrescenzo stated that Transcom is instrumental in coordinating messaging and that we notify the trucking industry of any upcoming restrictions.
CANARSIE TUNNEL REHABILITATION SAFETY UPDATES

Mr. Warren introduced Mr. Diehl to brief on the safety of the Canarsie Tunnel project. 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.

Commissioner Tessitore asked that the Committee take a better look at on the job trauma injuries and post-traumatic stress. Commissioner Feinberg asked if the MTA has a mental health program for its employees. Mr. Warren responded that MTA does have a mental health program and can provide further information about the program to Commissioners Feinberg and Tessitore.

Ms. Ebbighausen added that a mental health program is Federally mandated through the Federal Railroad Administration (FRA) for railroads. Commissioner Brown asked if the Federal Transit Administration requirements are the same as the FRA’s. Mr. Warren stated he would get back to him but what our intent is to have the same standard across all the agencies. Chairman Foye stated we should look at our programs at LIRR, MNR and Subways.

ADJOURNMENT

Chairman Foye asked for a motion to adjourn the meeting. A motion was made and seconded and the meeting was adjourned.
# 2019 Safety Committee Work Plan

## I. RECURRING AGENDA ITEMS

<table>
<thead>
<tr>
<th>Topic</th>
<th>Responsibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Comments</td>
<td>Committee Chair &amp; Members</td>
</tr>
<tr>
<td>Approval of Minutes</td>
<td>Committee Chair &amp; Members</td>
</tr>
<tr>
<td>Committee Work Plan</td>
<td>Committee Chair &amp; Members</td>
</tr>
</tbody>
</table>

## II. SPECIFIC AGENDA ITEMS

### January 2019

**Safety Policy**
- Approval of 2019 Work Plan [MTA Chief Safety Officer]
- FTA new SMS Safety Plan requirements [NYCT Safety & Security Review]

**Safety Risk Management**
- 2018 Safety Statistics [Agency Safety Leads]
- Trespassing/Suicide Prevention coordination [Agency Safety Leads & MTA]

### April 2019

**Safety Assurance**
- Grade Crossing Improvements [Safety & Emergency Management]

### July 2019

**Safety Promotion**
- Mass notification implementation [Safety & Emergency Management]
- Preparedness drills
- Homeless outreach update

### September 2019

**Safety Risk Management**
- Fatigue [MTA Chief Safety Officer]
- Soft tissue injuries (Musculoskeletal) [Agency Safety Leads]

### December 2019

**Safety Policy**
- Approval of 2020 Work Plan [MTA Chief Safety Officer]
- Family Assistance Center Plan [Safety & Emergency Management]

**Safety Risk Management**
- QA-QC Safety Inspection Program [Safety & Emergency Management]
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

Note: The SMS framework has four pillars: Safety Policy, Safety Risk Management, Safety Assurance, and Safety Promotion. To facilitate general oversight of SMS activities at the MTA and its agencies, each agenda items will generally pertain to one of these pillars.

January 2019

Safety Policy – Approval of the 2019 workplan
The committee will receive a discussion on the 2019 workplan and asked to approve. The committee will also be briefed on the Federal Transit Administration’s new Agency Safety Plan (aka Safety Management System – SMS) regulation, to include its application at the MTA and requirements for the MTA Board.

Safety Risk Management
The committee will receive be briefed on the 2018 safety metrics. The committee will also receive a briefing regarding customer initiated incidents, including trespassing and suicide prevention efforts from across the agencies.

April 2019

Safety Assurance
The committee will receive a briefing pertaining to the efforts of improving grade crossing safety and the development of standards for consistency.

July 2019

Safety Risk Management
The committee will receive a midyear report on the 2019 safety metrics.

Safety Promotion
The committee will receive a briefing and discussion will be invited pertaining to the implementation of an MTA employee mass notification system as well as emergency preparedness drills. The Committee will also receive a briefing on emergency preparedness programs and standards. The Committee will also receive an update on the Homeless Outreach Program.
**September 2019**  
**Safety Risk Management**  
The committee will receive a briefing on the MTA’s fatigue mitigation programs. The committee will also receive a briefing regarding soft tissue injuries and agency efforts to mitigate the risk posed by them.

**December 2019**  
**Safety Policy – Approval of 2020 Work Plan**  
The committee will be presented with and discuss the 2020 work plan and asked to approve the same. As the work plan governs the activities of the committee, this pertains to the Safety Policy SMS pillar.

The committee will receive a briefing pertaining to the efforts of establishing a Family Assistance Center Plan.

**Safety Risk Management**  
The committee will receive a briefing pertaining to the QA-QC Safety Inspection Program.
The following slides describe:

- The organizations involved in addressing the challenge
- Magnitude of the homeless outreach challenge within MTA
- A measure of activity to move the homeless off MTA properties and into appropriate shelters
## Homeless Outreach Program - Organizations

<table>
<thead>
<tr>
<th>Service Area (MTA Authority)</th>
<th>Social Work Service Contract Authority</th>
<th>Social Service Provider (Unique Contracts)</th>
<th>Police Authority</th>
<th>Shelter Provider(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>NYCT Subway System</td>
<td>NYC DHS</td>
<td>BRC (contract 1)</td>
<td>NYPD- Transit Bureau</td>
<td>NYC DHS</td>
</tr>
<tr>
<td>Penn, GCT &amp; NYC Outlying Railroad Stations</td>
<td>MTA HQ</td>
<td>BRC (contract 2)</td>
<td>MTA PD</td>
<td>NYC DHS</td>
</tr>
<tr>
<td>MNR Northern County Stations</td>
<td>MNR</td>
<td>BRC (contract 3)</td>
<td>MTAPD and Local Municipal Police</td>
<td>NYC and Local Communities</td>
</tr>
<tr>
<td>LIRR Stations (Nassau &amp; Suffolk Counties)</td>
<td>LIRR</td>
<td>S:US (contract 4)</td>
<td>MTAPD and Local Municipal Police</td>
<td>NYC and Local Communities</td>
</tr>
</tbody>
</table>

DHS = NYC Department of Homeless Services  
BRC = Bowery Residents' Committee  
MTAPD = MTA Police Department  
MNR = Metro North Railroad  
LIRR = Long Island Rail Road  
NYCT = New York City Transit  
S:US = Services for the Underserved
Homeless Population Estimate - Subways

Jan City-Wide Hope Count

<table>
<thead>
<tr>
<th>Year</th>
<th>HOPE 2019</th>
<th>HOPE 2018</th>
<th>HOPE 2017</th>
<th>HOPE 2016</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Combined Trains &amp; Stations</td>
<td>Street</td>
<td>Combined Trains &amp; Stations</td>
<td>Street</td>
</tr>
<tr>
<td>HOPE 2019</td>
<td>2178</td>
<td>1410</td>
<td>2017</td>
<td></td>
</tr>
<tr>
<td>HOPE 2018</td>
<td>1771</td>
<td>1904</td>
<td>2016</td>
<td></td>
</tr>
<tr>
<td>HOPE 2017</td>
<td>1812</td>
<td>2080</td>
<td>2015</td>
<td></td>
</tr>
<tr>
<td>HOPE 2016</td>
<td>1573</td>
<td>1221</td>
<td>2014</td>
<td></td>
</tr>
</tbody>
</table>

2178 (61% total count in subway)

Total Placements in Shelters from Subways

Data thru May 2019

Count & Placement data provided by NYC Dept. Homeless Services
Homeless Population Estimate - GCT

GCT Unique Individuals

- 2017: 230
- 2018: 210
- 2019: 200

GCT Shelter Placements

- Qtr1, Qtr2**, Qtr3, Qtr4
- Data provided by BRC
  **Data thru May 2019
Homeless Population Estimate – PENN Station

PENN Unique Individuals

<table>
<thead>
<tr>
<th>Year</th>
<th>Jan 700</th>
<th>Jan 702</th>
<th>Jan 704</th>
<th>Jan 706</th>
<th>Jan 708</th>
<th>Jan 710</th>
<th>Jan 712</th>
<th>Jan 714</th>
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<tbody>
<tr>
<td>2017</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
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<tr>
<td>2018</td>
<td></td>
<td></td>
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<tr>
<td>2019</td>
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</tbody>
</table>

PENN Shelter Placements

<table>
<thead>
<tr>
<th>Quarter</th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
<th>2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Qtr1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Qtr2**</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Qtr3</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Qtr4</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Data provided by BRC
**Data thru May 2019
May 2019 Safety Report

### Performance

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>FRA Reportable Customer Accident Rate per Million Customers</td>
<td>1.12</td>
<td>1.03</td>
<td>0.87</td>
</tr>
<tr>
<td>FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours</td>
<td>3.08</td>
<td>2.79</td>
<td>2.21</td>
</tr>
</tbody>
</table>

### Leading Indicators

#### Safety Training

<table>
<thead>
<tr>
<th>Year to Date</th>
<th>First Responders Trained</th>
<th>Employee Safety Training Courses</th>
<th>Employees Trained</th>
<th>Employee Safety Training Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018 May</td>
<td>230</td>
<td>138</td>
<td>1,278</td>
<td>18,090</td>
</tr>
<tr>
<td>2018 Year to Date</td>
<td>894</td>
<td>280</td>
<td>4,313</td>
<td>124,590</td>
</tr>
<tr>
<td>2019 May</td>
<td>365</td>
<td>122</td>
<td>989</td>
<td>22,593</td>
</tr>
<tr>
<td>2019 Year to Date</td>
<td>994</td>
<td>257</td>
<td>4,173</td>
<td>122,583</td>
</tr>
</tbody>
</table>

#### Customer and Community:

Focus on Grade Crossings

<table>
<thead>
<tr>
<th>Year to Date</th>
<th>Broken Gates</th>
<th>MTA Police Details</th>
<th>Summons</th>
<th>Warnings</th>
<th>Community Education and Outreach</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018 May</td>
<td>3</td>
<td>114</td>
<td>36</td>
<td>6</td>
<td>29,345</td>
</tr>
<tr>
<td>2018 Year to Date</td>
<td>12</td>
<td>561</td>
<td>222</td>
<td>20</td>
<td>58,445</td>
</tr>
<tr>
<td>2019 May</td>
<td>8</td>
<td>51</td>
<td>37</td>
<td>13</td>
<td>17,195</td>
</tr>
<tr>
<td>2019 Year to Date</td>
<td>13</td>
<td>350</td>
<td>246</td>
<td>51</td>
<td>47,435</td>
</tr>
</tbody>
</table>

### Cars Equipped with Cameras

<table>
<thead>
<tr>
<th>Cameras Equipped with Cameras</th>
<th>Fleet Size</th>
<th>Total Cars Equipped</th>
<th>% Complete</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inward / Outward Facing Cab Cameras</td>
<td>956</td>
<td>955</td>
<td>99.90%</td>
</tr>
<tr>
<td>Passenger Compartment Cameras</td>
<td>1,085</td>
<td>988</td>
<td>91.06%</td>
</tr>
</tbody>
</table>

### Definitions:

- **First Responders Trained** - The number of first responders trained by MNR's 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 stuck a crossing gate.
- **MTA Police Details** - The number of details specifically for the purpose of monitoring behavior at Grade Crossings.
- **Summons** - 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 individuals reached at a TRACKS event.
- **Cars Equipped with Cameras** - Number of complete inward/outward and passenger compartment camera installations on rolling stock.
May 2019
Safety Report
Statistical results for the 12-Month period are shown below.

### Performance

<table>
<thead>
<tr>
<th>Performance Indicator</th>
<th>12-Month Average</th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>June 2016-May 2017</td>
<td>June 2017-May 2018</td>
<td>June 2018-May 2019</td>
<td></td>
</tr>
<tr>
<td>FRA Reportable Customer Accident Rate per Million Customers</td>
<td>4.61</td>
<td>2.46</td>
<td>1.79</td>
<td></td>
</tr>
<tr>
<td>FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours</td>
<td>3.26</td>
<td>3.52</td>
<td>2.78</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Year</th>
<th>2018</th>
<th>2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Grade Crossing Incidents ¹</td>
<td>1</td>
<td>3</td>
</tr>
<tr>
<td>Mainline FRA Reportable Train Collisions</td>
<td>0</td>
<td>3</td>
</tr>
</tbody>
</table>

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

May Year to Date

<table>
<thead>
<tr>
<th>Focus on Safety Training</th>
<th>2018</th>
<th>2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>First Responders Trained</td>
<td>284</td>
<td>228</td>
</tr>
<tr>
<td>Employee Safety Training Courses</td>
<td>90</td>
<td>88</td>
</tr>
<tr>
<td>Employees Trained</td>
<td>1,274</td>
<td>1,144</td>
</tr>
<tr>
<td>Employee Safety Training Hours</td>
<td>22,739</td>
<td>18,696</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Customer and Community Focus on Grade Crossings</th>
<th>2018</th>
<th>2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Broken Gates</td>
<td>16</td>
<td>5</td>
</tr>
<tr>
<td>MTA Police Details</td>
<td>120</td>
<td>128</td>
</tr>
<tr>
<td>Summons</td>
<td>141</td>
<td>99</td>
</tr>
<tr>
<td>Warnings</td>
<td>66</td>
<td>68</td>
</tr>
<tr>
<td>Arrests</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Community Education and Outreach</td>
<td>9,159</td>
<td>9,015</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Cameras on Rolling Stock</th>
<th>2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>M7</td>
<td>530</td>
</tr>
<tr>
<td>C3 Cab</td>
<td>23</td>
</tr>
<tr>
<td>C3 Trailer</td>
<td>69</td>
</tr>
<tr>
<td>DE/DM</td>
<td>12</td>
</tr>
</tbody>
</table>

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- **Employees Trained** - The number of unique employees that attended one or more of these safety-related courses.
- **Employee Safety Training Hours** - The total hours of training completed by employees in all safety-related courses attended.
- **Broken Gates** - The number of events at grade crossing locations where a vehicle broke a crossing gate.
- **MTA Police Detail** - The number of details specifically for the purpose of monitoring behavior at Grade Crossings.
- **Summons for Grade Crossing Violation and other Infractions** - The number of violations issued to a motorist for going around
- **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 attended a TRACKS, Operation LifeSaver, or Railroad Safety
- **Cameras on Rolling Stock** - Number of complete inward/outward camera installations on rolling stock.

* 02/26/2019 School Street is counted as one event, but was reported as two for FRA 49 225 reporting purposes

** 05/25/2019 Speonk Collision is counted as one event, but was reported as two for FRA 49 225 reporting purposes
### Monthly Operations Report
#### May 2019

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

#### Safety Report

<table>
<thead>
<tr>
<th>Performance Indicators</th>
<th>12-Month Average</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Jun 16 - May 17</td>
</tr>
<tr>
<td><strong>Subways</strong></td>
<td></td>
</tr>
<tr>
<td>Subway Customer Accidents per Million Customers</td>
<td>2.69</td>
</tr>
<tr>
<td><strong>Subway Collisions</strong></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>0</td>
</tr>
<tr>
<td>Mainline</td>
<td>0</td>
</tr>
<tr>
<td>Yard</td>
<td>0</td>
</tr>
<tr>
<td><strong>Subway Derailments</strong></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>7</td>
</tr>
<tr>
<td>Mainline</td>
<td>3</td>
</tr>
<tr>
<td>Yard</td>
<td>4</td>
</tr>
<tr>
<td><strong>Subway Fires</strong></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>974</td>
</tr>
</tbody>
</table>

**Buses**

<table>
<thead>
<tr>
<th>Performance Indicators</th>
<th>Regional</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus Collisions Per Million Miles</td>
<td>55.52</td>
</tr>
<tr>
<td>Bus Collision Injuries Per Million Miles</td>
<td>6.21</td>
</tr>
<tr>
<td>Bus Customer Accidents Per Million Customers</td>
<td>1.29</td>
</tr>
</tbody>
</table>

Total NYCT and MTA Bus Lost Time Accidents per 100 Employees: 3.87, 3.67, 3.73

1. 12-month Average data from May through April.
2. 12-month figures shown are totals rather than averages.

#### Leading Indicators

<table>
<thead>
<tr>
<th>Subways</th>
<th>May</th>
<th>YTD</th>
<th>Goal</th>
<th>YTD as % of Goal</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roadway Worker Protection</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Joint Track Safety Audits -- Actual Count</td>
<td>35</td>
<td>163</td>
<td>340</td>
<td>47.9%</td>
</tr>
<tr>
<td>Joint Track Safety Audits -- Compliance Rate</td>
<td>98.4%</td>
<td>98.5%</td>
<td>100%</td>
<td>98.5%</td>
</tr>
<tr>
<td>Mainline Collision/Derailment Prevention</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Continuous Welded Rail Initiative (# of Track Feet)</td>
<td>9,909</td>
<td>53,076</td>
<td>47,520</td>
<td>111.7%</td>
</tr>
<tr>
<td>Friction Pad Installation</td>
<td>8,576</td>
<td>45,948</td>
<td>33,500</td>
<td>137.2%</td>
</tr>
</tbody>
</table>

**Buses**

<table>
<thead>
<tr>
<th>Performance Indicators</th>
<th>May</th>
<th>YTD</th>
<th>Goal</th>
<th>YTD as % of Goal</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collision Prevention</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Audible Pedestrian Turn Warning System</td>
<td>103</td>
<td>361</td>
<td>630</td>
<td>57.3%</td>
</tr>
<tr>
<td>Vision Zero Employee Training</td>
<td>660</td>
<td>2,966</td>
<td>6,200</td>
<td>47.8%</td>
</tr>
</tbody>
</table>
May 2019 Safety Report

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

<table>
<thead>
<tr>
<th>Performance Indicator</th>
<th>12-Month Average</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>June 2016 - May 2017</td>
</tr>
<tr>
<td>Customer Collisions Rate per Million Vehicles</td>
<td>8.08</td>
</tr>
<tr>
<td>Customer Injury Collisions Rate per Million Vehicles</td>
<td>0.90</td>
</tr>
<tr>
<td>Employee Accident Reports</td>
<td>293</td>
</tr>
<tr>
<td>Employee Lost Time Injuries Rate per 200,000 Hours Worked</td>
<td>7.9</td>
</tr>
<tr>
<td>Construction Injuries per 200,000 Hours Worked</td>
<td>1.68</td>
</tr>
</tbody>
</table>

### Leading Indicators

<table>
<thead>
<tr>
<th>Roadway Safety</th>
<th>2018</th>
<th>2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Workforce Development (# of Participants)</td>
<td>May</td>
<td>Year End</td>
</tr>
<tr>
<td>Fleet Preventative Maintenance Insp.</td>
<td>8</td>
<td>385</td>
</tr>
<tr>
<td>Safety Taskforce Inspections</td>
<td>141</td>
<td>1626</td>
</tr>
<tr>
<td>Construction Safety</td>
<td>May</td>
<td>Year End</td>
</tr>
<tr>
<td>Construction Safety Inspections</td>
<td>183</td>
<td>2271</td>
</tr>
<tr>
<td>Fire Safety</td>
<td>May</td>
<td>Year End</td>
</tr>
<tr>
<td>Fire Code Audits Completed</td>
<td>1</td>
<td>14</td>
</tr>
<tr>
<td>FDNY Liaison Visits</td>
<td>2</td>
<td>29</td>
</tr>
</tbody>
</table>

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).

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## April 2019 Safety Report

### Performance

<table>
<thead>
<tr>
<th>Performance Indicator</th>
<th>2016 May - Apr</th>
<th>2017 May - Apr</th>
<th>2018 May - Apr</th>
<th>2019 May - Apr</th>
</tr>
</thead>
<tbody>
<tr>
<td>FRA Reportable Customer Accident Rate per Million Customers</td>
<td>1.08</td>
<td>0.79</td>
<td>0.77</td>
<td></td>
</tr>
<tr>
<td>FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours</td>
<td>2.82</td>
<td>2.89</td>
<td>2.37</td>
<td></td>
</tr>
</tbody>
</table>

### Leading Indicators

#### Safety Training

<table>
<thead>
<tr>
<th>2018</th>
<th>2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>April</td>
<td>Year to Date</td>
</tr>
<tr>
<td>First Responders Trained</td>
<td>325</td>
</tr>
<tr>
<td>Employee Safety Training Courses</td>
<td>124</td>
</tr>
<tr>
<td>Employees Trained</td>
<td>1,241</td>
</tr>
<tr>
<td>Employee Safety Training Hours</td>
<td>26,040</td>
</tr>
</tbody>
</table>

#### Customer and Community: Focus on Grade Crossings

<table>
<thead>
<tr>
<th>2018</th>
<th>2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>April</td>
<td>Year to Date</td>
</tr>
<tr>
<td>Broken Gates</td>
<td>3</td>
</tr>
<tr>
<td>MTA Police Details</td>
<td>111</td>
</tr>
<tr>
<td>Summons</td>
<td>52</td>
</tr>
<tr>
<td>Warnings</td>
<td>9</td>
</tr>
<tr>
<td>Community Education and Outreach</td>
<td>10,500</td>
</tr>
</tbody>
</table>

#### Cars Equipped with Cameras

<table>
<thead>
<tr>
<th>2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fleet Size</td>
</tr>
<tr>
<td>Inward / Outward Facing Cab Cameras</td>
</tr>
<tr>
<td>Passenger Compartment Cameras</td>
</tr>
</tbody>
</table>

### Definitions:

**First Responders Trained** - The number of first responders trained by MNR's 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.

**Summons** - 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 individuals reached at a TRACKS event.

**Cars Equipped with Cameras** - Number of complete inward/outward and passenger compartment camera installations on rolling stock.
April 2019
Safety Report
Statistical results for the 12-Month period are shown below.

### Performance

<table>
<thead>
<tr>
<th>Performance Indicator</th>
<th>12-Month Average</th>
<th>2018</th>
<th>2019</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>May 2016-April 2017</td>
<td>May 2017 - April 2018</td>
<td>May 2018 - April 2019</td>
</tr>
<tr>
<td>FRA Reportable Customer Accident Rate per Million Customers</td>
<td>4.51</td>
<td>2.54</td>
<td>1.81</td>
</tr>
<tr>
<td>FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours</td>
<td>3.37</td>
<td>3.44</td>
<td>2.85</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Grade Crossing Incidents</th>
<th>April</th>
<th>Year to Date</th>
<th>April</th>
<th>Year to Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mainline FRA Reportable Train Derailments</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Mainline FRA Reportable Train Collisions</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

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

* One event resulted in 2 FRA required reports.

### Leading Indicators

#### Focus on Safety Training

<table>
<thead>
<tr>
<th>Performance Indicator</th>
<th>2018</th>
<th>2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>First Responders Trained</td>
<td>493</td>
<td>1,028</td>
</tr>
<tr>
<td>Employees Trained</td>
<td>88</td>
<td>330</td>
</tr>
<tr>
<td>Employee Safety Training Hours</td>
<td>1,160</td>
<td>4,096</td>
</tr>
</tbody>
</table>

### Customer and Community: Focus on Grade Crossings

<table>
<thead>
<tr>
<th>Performance Indicator</th>
<th>2018</th>
<th>2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Broken Gates</td>
<td>6</td>
<td>24</td>
</tr>
<tr>
<td>MTA Police Details</td>
<td>130</td>
<td>466</td>
</tr>
<tr>
<td>Summons</td>
<td>147</td>
<td>462</td>
</tr>
<tr>
<td>Warnings</td>
<td>54</td>
<td>182</td>
</tr>
<tr>
<td>Arrests</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Community Education and Outreach</td>
<td>6,287</td>
<td>31,289</td>
</tr>
</tbody>
</table>

### Definitions:

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

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

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

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

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

**MTA Police Details** - 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 attended a TRACKS, Operation LifeSaver, or Railroad Safety Awareness Event.

**Cameras on Rolling Stock** - Number of complete inward/outward camera installations on rolling stock.
# Monthly Operations Report
## April 2019

Statistical results for the 12-Month period are shown below

## Safety Report

<table>
<thead>
<tr>
<th>Performance Indicators</th>
<th>12-Month Average</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>May 16 - Apr 17</td>
<td>May 17 - Apr 18</td>
</tr>
<tr>
<td><strong>Subways</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Subway Customer Accidents per Million Customers (^1)</td>
<td>2.68</td>
<td>2.95</td>
</tr>
<tr>
<td>Subway Collisions (^2)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>Mainline</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Yard</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>Subway Derailments (^2)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>7</td>
<td>6</td>
</tr>
<tr>
<td>Mainline</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>Yard</td>
<td>4</td>
<td>2</td>
</tr>
<tr>
<td>Subway Fires (^2)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>981</td>
<td>963</td>
</tr>
<tr>
<td><strong>Buses</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bus Collisions Per Million Miles</td>
<td>Regional</td>
<td>56.00</td>
</tr>
<tr>
<td>Bus Collision Injuries Per Million Miles</td>
<td>Regional</td>
<td>6.41</td>
</tr>
<tr>
<td>Bus Customer Accidents Per Million Customers (^1)</td>
<td>Regional</td>
<td>1.28</td>
</tr>
<tr>
<td><strong>Total NYCT and MTA Bus Lost Time Accidents per 100 Employees (^1)</strong></td>
<td>3.94</td>
<td>3.68</td>
</tr>
</tbody>
</table>

\(^1\) 12-month Average data from April through March.
\(^2\) 12-month figures shown are totals rather than averages.

## Leading Indicators

<table>
<thead>
<tr>
<th>Subways</th>
<th>April</th>
<th>YTD</th>
<th>Goal</th>
<th>YTD as % of Goal</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Roadway Worker Protection</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Joint Track Safety Audits -- Actual Count</td>
<td>26</td>
<td>128</td>
<td>340</td>
<td>37.6%</td>
</tr>
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<td>98.6%</td>
<td>100.0%</td>
<td>98.6%</td>
</tr>
<tr>
<td><strong>Mainline Collision/Derailment Prevention</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Continuous Welded Rail Initiative (# of Track Feet)</td>
<td>12,553</td>
<td>43,167</td>
<td>47,520</td>
<td>90.8%</td>
</tr>
<tr>
<td>Friction Pad Installation</td>
<td>9,909</td>
<td>37,372</td>
<td>33,500</td>
<td>111.6%</td>
</tr>
<tr>
<td><strong>Buses</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Collision Prevention</strong></td>
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<td></td>
<td></td>
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<td>Audible Pedestrian Warning System</td>
<td>102</td>
<td>258</td>
<td>630</td>
<td>41.0%</td>
</tr>
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<td>585</td>
<td>2,305</td>
<td>6,200</td>
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</tr>
</tbody>
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April 2019 Safety Report

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<table>
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<tr>
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<th>12-Month Average</th>
</tr>
</thead>
<tbody>
<tr>
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</tr>
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<td>291</td>
</tr>
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<td>7.6</td>
</tr>
<tr>
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</tr>
</tbody>
</table>

### Leading Indicators

<table>
<thead>
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<th>2018</th>
<th>2019</th>
</tr>
</thead>
<tbody>
<tr>
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<td>1626</td>
</tr>
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<td>1</td>
<td>13</td>
</tr>
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<td>2271</td>
</tr>
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<td></td>
</tr>
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<td>14</td>
</tr>
<tr>
<td>FDNY Liaison Visits</td>
<td>9</td>
<td>29</td>
</tr>
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