



Metropolitan Transportation Authority

Safety & Security Committee Meeting February 2025

Committee Members

J. Lieber, Chair

D. Mack, Vice Chair

A. Albert

G. Bringmann

N. Brown

M. Fleischer

D. Garodnick

M. Herbst

B. Lopez

H. Mihaltses

J. Samuelson

L. Sorin

V. Tessitore

Safety Committee Meeting

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

Monday, 2/24/2025

9:00 - 9:30 AM ET

1. Public Comments

2. Committee Administrative and Action Items

a. Approval of Minutes

November 2024 Committee of the Whole Minutes - Page 3

b. Safety/Security Committee Work Plan

Work Plan 2025 - Page 16

3. Safety/Security Metrics

February 2025 Safety & Security KPM - Page 18

4. Committee Presentation

NYCT Safety Highlights - Page 48

Next Meeting: April 2025

Minutes of the Meeting of the Committee of the Whole, comprised of the New York City Transit Authority and MTA Bus Committee, the Joint Long Island Rail Road Committee and Metro-North Commuter Railroad Committee, the Capital Program Committee, the Triborough Bridge and Tunnel Authority Committee, the Finance Committee, and the Safety Committee

Monday, November 18, 2024

9:00 a.m.

2 Broadway

New York, NY 10004

The following Committee Members were present:

Hon. Janno Lieber. Chair & CEO
Hon. Andrew Albert
Hon. Gerard Bringmann
Hon. Norman Brown
Hon. Samuel Chu
Hon. Randy Glucksman
Hon. Michael Fleischer
Hon. Marc W. Herbst
Hon. David Jones
Hon. Blanca Lopez
Hon. David Mack
Hon. Haeda B. Mihaltzes
Hon. Dr. John-Ross Rizzo
Hon. Lisa Sorin
Hon. Vincent Tessitore, Jr.
Hon. Midori Valdivia
Hon. Neal Zuckerman

The following Committee Members were absent:

Hon. Meera Joshi
Hon. Daniel Garodnick
Hon. John Samuelsen

Demetrius Crichlow, President NYCTA, Catherine Rinaldi, President, Metro-North Railroad, Rob Free, President, LIRR, Jamie Torres-Springer, President, MTA C&D, Catherine Sheridan, President, B&T, Shanifah Rieara, Senior Advisor for Communications and Policy/ Chief Customer Officer, Laura Wiles, MTA Chief of Staff, Evan Eisland, C&D General Counsel also attended the meeting.

A recorded audio public safety announcement was played.

1. PUBLIC COMMENT SESSION

The MTA Moderator announced that the following public speakers will speak either virtually or in person.

The MTA Moderator reminded public speakers of the rules of conduct and decorum as well as the two minute time limit per speaker. The Moderator advised that all public comments will be recorded, published to the MTA website and available for MTA Board Members' review.

The following individuals provided comment (*live virtual comments):

Debra Greif, BFSSAC

Brian Fritsch, PCAC

Jason Anthony, LIRR ADA Task Force

Christopher Greif, NYCTRC & ACTA LIRR Metro North ASA

David Kupferberg, private citizen

Gian Pedulla, NYC Public Schools

Ron Mitchell, PRIVATE citizen*

Murray Bodin, private citizen

Monica Barty, private citizen

Mike Howard, BCID/ Passengers United

Michael

Ring,

DIA

Evam Yamkey, BCID

Iris Kelley, DIA

Joe Rappaport, BCID

Kathleen Collin, private citizen

Monique Johnson, private citizen

Jean Ryan, DIA

Edwards Schrodeder, private citizen

Elizabeth Valdez, BSID

Miriam Fisher, private citizen*

Nicolas Vargas, Brooklyn Cener for the Disabled*

Aleta Dupree, Team Folds*

Eman Rimawi-Doster, NYLPI*

Refer to the video recording of the meeting produced by the MTA and maintained in MTA records for the content of the speakers' statements.

Chair Lieber thanked members of the public for their comments.

2. **B&T PRESIDENT'S REPORT**

President Sheridan stated that year-to-date, TBTA's total support to mass transit is on target. Overall, TBTA's budget is performing well and TBTA should bring in a record surplus this year due to a combination of increased revenue and lower expenses. Toll revenue year-to-date is up 5.5% compared to the same period last year. Overall revenue recovery from all forms of collection is 63% through October.

Noting that new state legislation went into effect on September 1, 2024 allowing TBTA to enter and enforce civil judgments for unpaid toll violations without court proceedings, President Sheridan stated that as of mid-November, more than 70,000 judgment warning notices have been mailed to persistent toll violators, resulting in more than \$1.2 million collected in less than 3 months. Toll revenue recovered from customers with DMV-suspended vehicle registrations is almost 100% since the start of the referral program in 2016. As to customer behavior, unbillable transactions for 2024 are projected to be down \$3.3 million, or 0.01% as a percentage of overall transactions.

Turning to roadside enforcement, President Sheridan stated that license plate reader-generated vehicle interdictions are up 104% year-to-date vs. 2023. So far this year, TBTA has conducted 54 joint operations. These operations have resulted in 658 arrests, over \$25.2 million assessed, nearly 30,000 summonses issued, and more than 3,000 vehicles towed.

Regarding safety, President Sheridan reported that even with increased traffic, collisions are down more than 16% for the same period vs. 2023.

Shifting to a historic note, President Sheridan gave a slide presentation spotlighting the upcoming 60th anniversary on November 21st of the opening of the Verrazzano-Narrows Bridge. Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for the details of the presentation.

3. **NYCT PRESIDENT'S REPORT**

Demetrius Crichlow, NYCT President, discussed NYCT's various efforts to improve ridership and safety, with recent milestones being reached across the system. He noted October was the busiest month for NYCT since the pandemic, with nearly 114 million subway rides and over 40 million bus rides. This is 10 million and 3 million more subway and bus riders than the same month in 2023. When the 1 billionth subway rider tapped into Atlantic Avenue-Barclay Center on November 4, it was two weeks earlier than the same milestone last year, and two months earlier than 2020.

President Crichlow reported on the opening of the new Paratransit Assessment Center in Manhattan, which will provide assessments to 75 customers a week. The opening was one of the improvements which have led to record-breaking ridership on Paratransit, which has seen the first 40,000-customer day in the service's history in October.

President Crichlow provided an update on NYCT's fare evasion reduction efforts on its subways and buses such as a new EAGLE teams deployment model to enforce fare payments on buses. Since the model was implemented, EAGLE team personnel are deployed on roughly 1,500 bus trips per day and about 80 locations each week. Ridership has notably, increased by about 20% on stops and routes where the EAGLE teams are present, and students at these stops are tapping with OMNY cards 24% more than last year.

It was also mentioned since 2022, unarmed security guards are positioned at exit gates in subway stations. Starting in October, guards will be strategically, redeployed to maximize their presence and impact on fare payment. President Crichlow noted Jay Street-MetroTech as an example. By efficiently deploying guards at this station, NYCT reduced costs by 60% while still increasing the amounts of fares paid. Overall, the new deployment strategies are changing customer behavior on buses and subways.

President Crichlow then presented October's KPIs. On subways, customer journey performance time was 84.8% and service delivered was 95.2%. The first of two planned work periods to replace switches at 59th Street-Columbus Circle was also just completed, which will provide better service to nearly half a million daily riders at the station.

On buses, NYCT saw similar progress in availability and service delivered (95.8%). Bus ridership increased for the second consecutive month, with a weekday average of 1.46 million paid customers. Paratransit saw a 19% increase in total ridership and a 22% increase in total trips compared to October 2023.

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for the details.

4. LONG ISLAND RAIL ROAD PRESIDENT'S REPORT

LIRR President Rob Free ("President Free") stated that the LIRR continues to see explosive ridership growth. Total ridership for the month of October was 7.2 million customers, which represents 88.2% of October 2019 ridership. October total ridership increased 16.8% over October 2023 and 16.7% compared to year-to-date ("YTD") 2023. The average weekday ridership for the month of October was 261,914 customers. The total monthly ridership to Grand Central Madison hit another record with almost 1.72 million customers, based on load weight. Total commutation ridership was 2.79 million customers and total customers with monthly tickets was 2.72 million. Non-Commutation ridership in October was the highest in recorded history at 4.3 million customers. That is six months in a row that non-commutation ridership has exceeded 4 million customers. YTD non-commutation ridership is at 38.9 million customers and represents a 21.8% increase over YTD 2023.

President Free reported that in October, on-time-performance (“OTP”) was 95.95%, above the goal of 94%, and YTD OTP was also above the 94% goal at 95.6%.

President Free stated that LIRR will operate a holiday schedule on Thanksgiving Day with six extra westbound trains in the morning for those attending the parade in Manhattan, and nine extra eastbound early-afternoon trains.

President Free reported on LIRR efforts to combat fare evasion. Issuances of “Commitment to Pay” invoices are down by 59% compared to baseline. The Penn Station Pre-Boarding Validation pilot was used 65 times since its inception, representing 360,000 customers validated, which has a positive impact on the farebox operating revenue.

President Free stated that the LIRR implemented a Station Spruce-Up program aiming to complete spruce-ups at eleven stations, some big and some not so big. LIRR in-house forces completed spruce-ups at ten of the eleven stations and the eleventh station is almost completed, pending delivery and installation of one final door. Depending on the needs of the station, these spruce-ups include repairs and improvements such as new paint, brighter and more energy-efficient lighting, bathroom facelifts, floor and wall tile replacements, signage, and platform improvements. President Free thanked the crews for doing an incredible job.

President Free stated that Tropical Storm Sandy brought devastation to our region. The LIRR system, especially the West End, took on a devastating amount of water during the storm surge. LIRR continues with waterproofing and system hardening projects to meet the climate resiliency roadmap. This includes the Long Island City flood wall project. Since the station and yard are so close to the East River and Newtown Creek, it was imperative to protect it from another destructive and costly weather event. The LIRR is close to substantial completion of this project, which included a perimeter flood wall with nine flood gates, three pumping stations, backup generators and relocated utilities. This month, LIRR performed a successful test of the wall. President Free thanked their partners in Construction and Development and LIRR’s amazing employees.

President Free reported on the new ways that LIRR is exploring eco-friendly operations. On November 4, the LIRR launched a pilot to test the use of renewable diesel fuel in one of the yard locomotives. This fuel presents an opportunity to reduce greenhouse emissions by up to 78% compared to traditional diesel and shows a lot of promise in terms of cold-weather performance, as it does not have the freezing and storage challenges of biodiesel fuels. This test will help determine the benefits and scalability of renewable diesel. LIRR will also be performing a cost assessment, analyzing impacts to performance and maintenance. This pilot, in addition to other investments in clean technology, further illustrate LIRR’s commitment to a cleaner and more environmentally friendly service.

President Free acknowledged the passing of Van Ritshie, who was the voice on LIRR’s M7 and Metro-North’s M7 and M8 trains.

President Free ended this month with a note of congratulations to Kara Mercado, Executive Assistant to the LIRR President, who retires after an incredible 35-year run at the railroad. Kara is

a well-loved and invaluable member of the LIRR team who was instrumental in managing the Committee agenda and wrangling all the content for the meetings and the Board books every month, which is no small task. President Free wished Kara a long and healthy retirement and thanked her for her amazing work and support.

The complete presentation is filed with the records of this meeting. The video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of President Free's remarks.

5. METRO-NORTH PRESIDENT'S REPORT

Metro-North President Catherine Rinaldi ("President Rinaldi") stated that October was a strong month for Metro-North ridership, with a total of 6.5 million riders, an increase of 13% from September and a 16.2% increase from October 2023. Metro-North's average weekday ridership of 230,449 is a post-pandemic record, at 79.2% of pre-COVID levels in October 2019. Average weekend ridership of 131,666 is 2.2% higher than pre-COVID levels in October 2019. Metro-North set several days of record ridership to and from Yankee Stadium for the World Series. Metro-North has operated several additional Leaf Peeper trains on the Hudson Line in October to accommodate everyone who wants to explore the villages and scenic beauty of the Hudson Valley. Metro-North planned to end the extra trains on November 10, which is usually when the ridership tapers off, but large numbers continue to ride, so Metro-North operated additional trains this past weekend. Service will be added this Saturday for the game at Yankees Station between Notre Dame and Army.

Metro-North's service-delivered rate, a measure of service reliability, for October was 99.9%. Systemwide OTP for October was 98.5%, above goal of 94%, while YTD OTP was also above goal at 98.4%. This is the best October OTP and the highest YTD OTP in Metro-North history. The Mean Distance Between Failures (MDBF) for the fleet was 297,411 miles in September 2024, above the goal of 200,000 miles. YTD MBDF performance also remains above goal at 315,364 miles.

President Rinaldi reported that Metro-North's initiatives that have been put in place to address fare evasion in response to the Blue-Ribbon Panel's report have yielded positive results. Fare-not-collected rates have continued to improve, decreasing from 5.7% in 2022, to 2.8% in 2023, and to 2.4% through the end of October. Credit goes to MNR's strong partnership with labor leaders and to train crews who are doing an outstanding job of collecting fares every day. Increased management oversight in the field along with improved MTAPD response times and expanded train patrols are also key drivers in these improvements. October has traditionally been one of the highest ridership months of the year, and with holidays and vacations affecting ridership in November, Metro-North expects a slight decrease this month.

President Rinaldi provided the holiday train schedule. Metro-North will have extra service on Wednesday, November 27, the day before Thanksgiving, and special schedules on Thanksgiving

Day and on Friday, November 29. There will be expanded service on Saturday, November 30 and on Sunday, December 1, including the Shoppers Special service on the New Haven Line.

On Friday, November 1, Metro-North unveiled the first two of the new Siemens SC-42 Charger locomotives at Harmon Shop. The locomotives arrived ahead of schedule and within budget. These SC-42 Chargers are part of a 27-locomotive order that the Board approved in 2021, along with six locomotives being purchased by the Connecticut Department of Transportation. The new locomotives are replacing the aging fleet of 27 GE P32AC-DM Genesis locomotives, which have served customers for over 25 years. These locomotives will enhance reliability and environmental responsibility, transitioning between electric and diesel power across Metro-North's 102-mile third-rail territory, which is a substantial improvement over the existing fleet's limited electric range. Compliant with Tier 4 environmental specifications, these locomotives significantly reduce pollutants, cutting airborne emissions by over 85 percent. The remaining 31 units will arrive over the next three years. President Rinaldi thanked the MNR employees—from procurement to operations—and partners at Siemens Mobility, who have made this milestone possible.

During the annual Veterans Day Wreath Hanging Ceremony at Grand Central Terminal on Monday, November 11, Metro-North honored the Nation's veterans' invaluable contributions and unwavering dedication, including Metro-North employees who have served in the United States Armed Forces. Attended by veterans, employees, commuters, and visitors, this ceremony expressed gratitude for the nearly 400 veterans in Metro-North's workforce. Performances by the MTAPD Pipes and Drums Band and MTAPD Officer James Volpe made the event even more memorable. President Rinaldi thanked all the veterans for their service, to "our own" American Legion Commodore Vanderbilt Post #158 for organizing this meaningful event, and to the MTAPD Pipes and Drums and MTAPD Officer James Volpe for their contributions to a truly special ceremony.

After the Veterans Day ceremony, President Rinaldi officiated the opening of the Holiday Fair in Grand Central Terminal's Vanderbilt Hall alongside LIRR President Free, the Costa Rica Ambassador to the UN, Maritza Chan, and representatives from the Costa Rica Tourism Board, this year's sponsor. The event featured traditional Costa Rican dancers and showcased 36 local artisans and small businesses who will be creating a memorable holiday shopping experience in the splendor of Grand Central Terminal. In addition to the Holiday Fair, Grand Central Terminal hosts several seasonal events. One of the favorites is the famous Holiday Train Show in the New York Transit Museum Shop. There's also the Thanksgiving Market in the Biltmore Room, which creates a festive and welcoming atmosphere for passengers, residents, and the hundreds of thousands of visitors to New York City each holiday, supporting small businesses and celebrating the spirit of New York this holiday season.

President Rinaldi stated that as a treat for this holiday season, Metro-North will begin operation of a specially decorated train on Friday, November 29, the day after Thanksgiving. The train will be decorated with holiday lights on the exterior to bring extra joy and magic to riders and will feature special holiday-themed announcements in the interior. The specially decorated train will operate on regularly scheduled trains on electrified segments of all three East of Hudson lines until the New Year.

President Rinaldi reported on the winter preparedness plan. Metro-North's Winter Preparedness Plan is designed to ensure operational functionality and the safety of customers and employees. This comprehensive plan is a year-round effort, beginning with summer maintenance on 375 specialized pieces of snow-clearing equipment and focusing on infrastructure readiness by autumn. The Maintenance of Way ("MofW") department focuses on snow melters and switch heaters while the Maintenance of Equipment (MofE) team pays special attention to power collectors, doors, couplers and HVAC systems. This coordinated approach, supported by external partners and MTA headquarters, enables Metro-North to respond effectively to winter's challenges, ensuring safe and reliable service for customers throughout the season.

President Rinaldi shared news of the retirement of Metro-North Chief of Executive Office Operations Tony Greco, after 32 years of dedicated service. Tony began as a coach cleaner and rose through roles such as customer service representative, ticket seller, and assignment clerk. His dedication, resourcefulness, and love for his work have left an enduring legacy at Metro-North. President Rinaldi wished Tony well in his retirement.

President Rinaldi wished all employees and customers a Happy Thanksgiving.

The complete presentation is filed with the records of this meeting. The video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of President Rinaldi's remarks.

6. C&D PRESIDENT'S REPORT

Construction & Development ("C&D") President Jamie Torres-Springer ("President Torres-Springer") began his remarks by stating that C&D has already completed \$2.8 billion of work in 2024, with many more completions planned by the end of the year. President Torres-Springer then highlighted the following accomplishments in November: major progress towards making the three-station 14th St 1/2/3/F/M/L complex fully ADA accessible by completing the mezzanine to platform elevator on the Uptown side of the 1/2/3, following other elevator openings this summer, and completed glass mosaics by artist Fred Thomaselli of native bird species; the completion of five ADA stations with more to open by the end of 2024 and more than 30 in construction; the completion of ADA upgrades at Massapequa Park station on the Babylon branch, the fourth LIRR station made ADA accessible in 2024.

President Torres-Springer reported on the town hall event held the previous week in the Rockaways to inform riders of the resiliency and rehabilitation work C&D will be performing on the A and S lines this winter. President Torres-Springer explained that to be able to continue providing service to the Rockaway Peninsula for the next 50 years, C&D must fully reconstruct the 65-year-old Hammels Y, which connects Jamaica Bay to the viaduct that runs across the Rockaways peninsula. C&D must also rehabilitate the systems on the South Channel Bridge. To make these critical upgrades, President Torres-Springer explained that the MTA must fully close service during construction. NYCT and C&D are working to provide transit alternatives during the outage including free shuttle buses, steep discounts on the LIRR Far Rockaways branch, and a

free shuttle train serving all stations on the peninsula between Far Rockaway and Rockaway Park. President Torres-Springer reiterated C&D's commitment to completing the work within 16 weeks, starting with the closure in January.

President Torres-Springer shared that C&D is holding a series of town hall events on the 2025-2029 Capital Plan to provide information to the public and solicit feedback on the plan. Senator Leroy Comrie recently joined a town hall at the Queens Public Library main branch in Jamaica, and C&D held a town hall event in Grand Central station. C&D will be holding more town hall events in the future, including one at Brooklyn Borough Hall.

President Torres-Springer shared that full design would begin on the Interborough Express and that C&D had released a request for proposals for a preliminary engineering team to advance the project. With funding for the 2025-2029 capital plan, C&D will be able to complete design for NYC's first light rail line which will serve more than 100,000 daily riders and connect neighborhoods in Brooklyn and Queens.

President Torres-Springer noted that as part of Governor Kathy Hochel's Executive Order 30 initiative to build housing near transit, C&D released a request for proposals to redevelop a site at Beacon station on the Hudson line. This is an opportunity to use the Governor's Redevelopment of Underutilized Sites for Housing initiative (RUSH), which provides up to \$24 million to enable the developer to replace commuter parking.

President Torres-Springer then provided an update on the Vacant Retail Activation Program, which aims to fill vacant retail units in the subway system with creative installations and cultural programming. The program has now activated 12 units in nine stations and is working with over a dozen partners, including the Whitney Museum of American Art and ChaShaMa. The Vacant Unit Activation Program website lists available units.

7. SAFETY COMMITTEE REPORT

Mr. Hamann reported that safety metrics continue to positively reflect the efforts of safety and operating departments across all agencies. Customer accident and injury rates and employee loss time accidents have decreased in the past year. Subway fires have declined by over 25% on a rolling 12-month basis. Additionally, major crimes within the subway system have reduced by nearly 15% in the most recent 28 days, due to the collaborative work of Federal, State, and Local partners.

Mr. Hamann noted that updates to the National Transportation Safety Board's previously issued recommendations and the railroads grade crossing grants updates can be found in the committee book.

8. PRESENTATION ON DRUG AND ALCOHOL TESTING PROGRAM

Dr. Daria Luisi highlighted the MTA's commitment to maintaining a drug-free workplace to ensure safety for employees and customers, as well as compliance with federal regulations. Over 100,000 drug tests are conducted annually across seven clinical sites, with employee positivity rates consistency below 1%, significantly lower than the national average of 2% and job applicant rates, which have risen to over 5% since the legalization of marijuana in New York. The MTA

plans to enhance its testing program by introducing oral fluid testing, which better detects recent drug use, reduces invasive collection methods, and streamlines post-incident processes. Lab-based oral fluid testing is federally approved but awaiting certification for DOT use, while rapid oral fluid testing is available for non-DOT scenarios such as reasonable suspicion or post-accident cases.

Board Member Mack asked what occurs if an employee consumes poppy seeds in their food prior to drug testing. Dr. Luisi clarified that if an employee's test results in a non-negative, it is not automatically declared as a positive. The medical review officer (MRO) will review the test and identify what caused the non-negative result before informing OHS.

Board Member Bringmann asked how the MTA's drug testing program handles the issue of legalized marijuana. Dr. Luisi explained that although the state has legalized marijuana, the federal government has not. The MROs are federally certified. Consequently, the program presently has zero tolerance for marijuana. When marijuana is present on a job applicant's test results, the MRO will provide information to the job applicant to seek help before applying again to the MTA.

Chair Lieber commended Dr. Luisi's leadership and the OHS team's work, noting their role in helping the MTA navigate the COVID pandemic. Chair Lieber highlighted their collaboration with Patrick Warren to implement a comprehensive COVID testing program using oral fluid tests, which supported the treatment of many MTA employees.

Board Member Bringmann asked whether OHS still tests for sleep apnea and if those screenings are conducted at the same time as drug testing. Dr. Luisi explained that employees visiting an OHS clinic who meet the high-risk criteria are tested for obstructive sleep apnea, with affected individuals referred to a sleep specialist through an external vendor.

Board Member Tessitore asked whether the FRA drug testing program views oral fluid testing differently from the DOT program. Dr. Luisi clarified that the FRA is a DOT agency, and while the methodology for lab-based oral fluid testing has been federally approved, certification for laboratories and testing devices is still pending. Dr. Luisi added that the non-DOT population, not governed by the FRA but often under the MTA's purview, can utilize both lab-based and rapid oral fluid testing.

9. LONG ISLAND RAIL ROAD PROCUREMENT

President Free reported on one procurement item. LIRR seeks Board approval for a contract to Loduca Associates Inc. ("Loduca") for the partial demolition of the LIRR-owned section of the Alphapointe building located in Richmond Hill, New York. Loduca will supply all elements of the project including labor, parts, material, equipment, and supervision. For this competitively solicited public works contract, two proposals were received, one from Loduca and the second from Gramercy Group Inc. ("Gramercy"). Both firms were found to be technically qualified. Loduca submitted a best and final offer ("BAFO") of \$1,298,000 and Gramercy submitted a BAFO of \$2,856,000. The selection committee determined that Loduca's proposal met the technical requirements and provided the best value to the MTA.

Upon motion duly made and seconded, the Committee of the Whole recommended approval of the procurement item.

The details of this procurement item are contained in reports filed with the records of this meeting.

10. C&D PROCUREMENT

Evan Eisland, Executive Vice President and General Counsel, C&D, presented one procurement action to the Capital Program Committee.

Upon a motion duly made and seconded, the Capital Program Committee voted to bring the following procurement action before the full MTA Board and recommended the following:

1. Award of a modification to a contract with Boyce Technologies, Inc. (Contract No. A37628) to add a new Emergency Elevator 2-Way Communication System into New York City Transit's existing Emergency Booth Communications System.

Refer to the staff summary and documentation filed with the records of this meeting for the details of this item, and refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for Board members' and C&D representatives' comments.

11. FINANCE COMMITTEE REPORT

Chair & CEO Lieber reminded the Board and the public that the November 2024 Financial Plan and the related proposed budget would be presented as part of the regular November 2024 Board meeting.

A. FINANCIAL PERFORMANCE REPORT

Kevin Willens, Chief Financial Officer presented highlights of the Financial Performance.

Mr. Willens stated that Net Operating results through October 2024 were favorable to the July 2024 Plan Forecast, which would provide a good foundation for the November 2024 Plan and the 2025 Budget that Jaibala Patel, Deputy Chief Financial Officer would present at the November 2024 Board Meeting.

B. MTA HEADQUARTERS AND ALL-AGENCY ITEMS

Lisette Camilo, Chief Administrative Officer reported one action item for MTA Headquarters. The action was found in the November 2024 Finance Committee Book.

The item was the ratification of a noncompetitive service contract awarded to Runwise Inc. (“Runwise”) in the amount of \$908,500 to add 38 additional NYC Transit locations to enable the MTA to remotely monitor boilers and automatically adjust boiler temperature settings based on indoor temperatures, outdoor conditions, and weather forecasts. To date, 11 locations have been implemented under this contract. This boiler management software is proprietary to Runwise.

In October 2023, the MTA signed a three-year pilot program agreement for \$350,000 to implement the Runwise system at seven MTA locations. The pilot program resulted in a reduction in fuel consumption across the MTA locations where this software was implemented. The MTA collected data on fuel savings for seven locations for 2–3 months of the heating season, finding \$139,000 in savings over the previous year, which if extrapolated over the heating season, would be \$411,000.

For the 38 added locations, savings over the heating season is conservatively estimated at 25 percent, or a net savings of \$903K in Year 1, and approximately \$1.1 million in Year 2 and beyond.

Upon motion duly made and seconded, the Committee of the Whole recommended approval of the action item.

C. REAL ESTATE AGENDA

David Florio, Chief Real Estate Transactions and Operations Officer stated that there were four transactional action items for consideration and approval.

All four items were for the MTA Long Island Rail Road and included: a license agreement with the Town of Oyster Bay for use of two parking lots in connection with the Hicksville Downtown Revitalization Initiative at Hicksville Station; the grant of a permanent easement to Brookhaven Logistics Center, LLC for a sewer connection in Yaphank; a license of land with Ellen Kirwin and Matt Kirwin for a residential use in Southampton; and a license of land with Hawkins Ave Development RHP2 LLC for a recreational use in Ronkonkoma.

Mr. Florio also presented two information items. The first item was for the MTA Bridges and Tunnels and was the fifth modification to the Option Agreement between B&T and the City of New York for property interests to facilitate improvements to the Robert F. Kennedy Bridge and its approaches on Randall’s Island.

The second was with the MTA and was an acquisition of temporary and permanent easements from the City of New York in support of Second Avenue Subway – Phase 2.

Upon motion duly made and seconded, the Committee of the Whole recommended approval of the action item.

12. CHAIR’S REMARKS ON BOB PALEY RETIREMENT

Chair Lieber acknowledged Bob Paley’s leadership at the MTA for Transit Oriented Development. He states that Mr. Paley has been responsible for so many incredible projects around the city and

beyond. Chair Lieber thank Bob for being the leading thinker ideologist and proctologist of Transit Oriented Development. For details

13. **JOINT ADMINISTRATIVE MATTERS**

Chair Lieber asked agency presidents if there were changes to the workplans. C&D President Jamie Torres-Springer advised there is one change to the Capital Program workplan; the Railroads Business Unit will update the Board next month.

Upon motion duly made and seconded, the Committee of the Whole recommended approval of the change to the workplan.

Chair Lieber asked the Committee of the Whole to approve the October minutes of each committee as well as the July and September TBTA meeting minutes. The Committee of the Whole accepted the minutes as distributed.

14. **ADJOURN**

Chair Lieber noted that the agenda of the Committe of the Whole was complete, and the Board will meet later today to discuss Board business. The chair called for a motion to adjourn, and the Committee of the Whole was adjourned at 10:42 am.

2025 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 2025

- | | |
|------------------------------|----------------------------|
| - Approval of 2025 Work Plan | MTA Chief Safety Officer |
| - NYCT Agency Safety Plans | NYCT SVP Safety & Security |
| - NYCT Safety Highlights | NYCT SVP Safety & Security |

April 2025

- | | |
|------------------------------------|-----------------------------------|
| - B&T Safety & Security Highlights | B&T Safety Lead |
| - CCTV Camera Program Update | MTA Office of Security Operations |
| - Worker Assaults | MTA Chief Security Officer |

July 2025

- | | |
|---------------------------------|----------------------------|
| - C&D Safety Highlights | C&D Safety Lead |
| - Security Grant Program Update | MTA Chief Security Officer |

November 2025

- | | |
|---------------------------------|------------------------------|
| - Drug & Alcohol Program Update | MTA Corporate Health Officer |
| - Railroad Safety Highlights | MNR & LIRR Safety Leads |
| - NTSB Recommendations Update | MTA Chief Safety Officer |

Detailed Summary

I. RECURRING AGENDA ITEMS

Approval of Minutes

The Committee Chair will request a motion to approve the minutes from the prior Safety Committee Meeting.

Committee Work Plan

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

II. SPECIFIC AGENDA ITEMS

February 2025

Approval of the 2025 Work Plan

The committee will be presented with the 2025 Work Plan and be asked to approve.

NYCT ASP

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

NYCT Safety Highlights

The committee will be briefed on NYCT Safety Highlights.

April 2025

B&T Safety & Security Highlights

The committee will be briefed on B&T Safety Highlights.

CCTV Camera Program Update

The committee will receive an update on the CCTV Camera Program.

Worker Assaults

The committee will receive an update on MTA Worker Assaults.

July 2025

C&D Safety Highlights

The committee will be briefed on C&D Safety Highlights.

Security Grant Program Update

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

November 2025

Drug & Alcohol Program Statistics

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

Railroad Safety Highlights

The committee will be briefed on commuter railroad Safety Highlights.

NTSB Recommendations Update

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

MTA Safety Committee

Key Safety Metrics

February 24, 2025

Long Island Rail Road

The Corporate Safety Department works collaboratively with our partners, including the Operating Departments, Employee Training Department, Labor Organizations, and the MTA Police; to address the unique hazards present in our railroad operating environment. In compliance with regulatory requirements and industry standards, including the Federal Railroad Administration System Safety Program Plan mandate and Safety Management System principles; we develop and implement policies, procedures, and programs as well as strategically conduct audits, inspections, observations, and investigations to mitigate risk and optimize safety performance for our employees, customers, contractors, and the communities we serve. We also focus on ensuring safety throughout the life cycle of design and build of both capital and operating funded construction projects.

In 2024, the Corporate Safety Department:

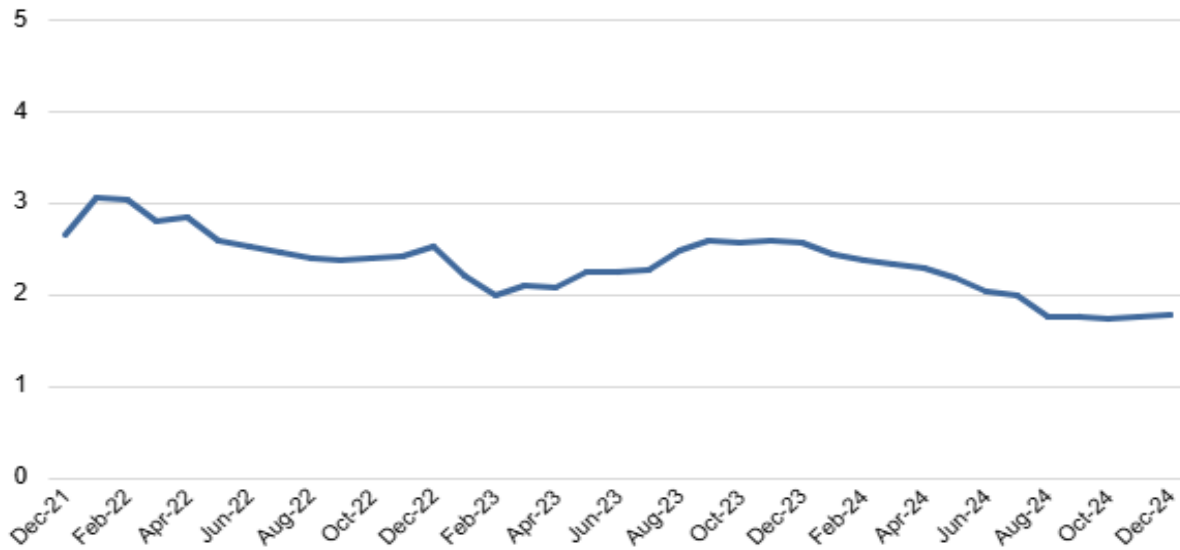
- Operations Division performed 596 inspections in yards, facilities, and along the right of way; conducted 3375 employee observations for safety and operating rules compliance; investigated eleven on track safety incidents; conducted twenty training programs for new employees and six Management Training Programs; and lead twelve Confidential Close Call Reporting Labor Management Partnership Peer Review Team Meetings.
- Investigations and Analysis Division conducted 27 rail investigations; closed 42 recommendations generated from rail investigations; hosted the Department of Transportation Safety Institute, Transit Rail Incident Investigation attended by representatives from LIRR, other MTA Agencies, and agencies from across the country; and issued five publications focusing on safety concerns.
- Occupational Safety Division conducted 161 Occupational/Industrial Hygiene assessments. In addition, 214 Safety Data Sheets and forty-seven new and alternate Personal Protective Equipment requests were reviewed. In addition, the Division coordinated the first President's Safety Excellence Award Ceremony and implemented a new employee safety promotion campaign, "Keys to Safety", focusing on the importance of Compliance, Communication, Collaboration, and Community.
- Environmental Safety Division performed 449 inspections of tanks, hazardous material storage facilities, erosion and sediment control measures, and treatment systems while supporting 120 document reviews and site safety inspections for twenty construction projects.
- Capital Project Safety Compliance Division supported 45 construction projects including reviewing 443 documents and conducting 75 site safety inspections.
- Fire, Code Compliance, and Emergency Management Division trained 1,580 emergency responders; conducted 891 code compliance inspections of LIRR employee and tenant occupied spaces; supported 561 capital project document reviews and site inspections for conformance to code requirements; and responded to 800 emergency call outs. In addition, The Office of the Fire Marshal in collaboration with LIRR Training Department Emergency Responder Training, facilitated 2 full-scale exercises in Amagansett and Bay Shore. Over 200 members of service from various response agencies participated in the drills in addition to numerous actors and observers.
- TRACKS Community Education and Outreach Program partnership with the MTA Police conducted 307 classroom training programs and 206 special events, including Operation LifeSaver events at grade crossings, reaching 99,712 participants. A Federal Railroad Administration grant supported the development and implementation of a tailored crisis intervention training program for LIRR Station personnel.



Performance Metrics

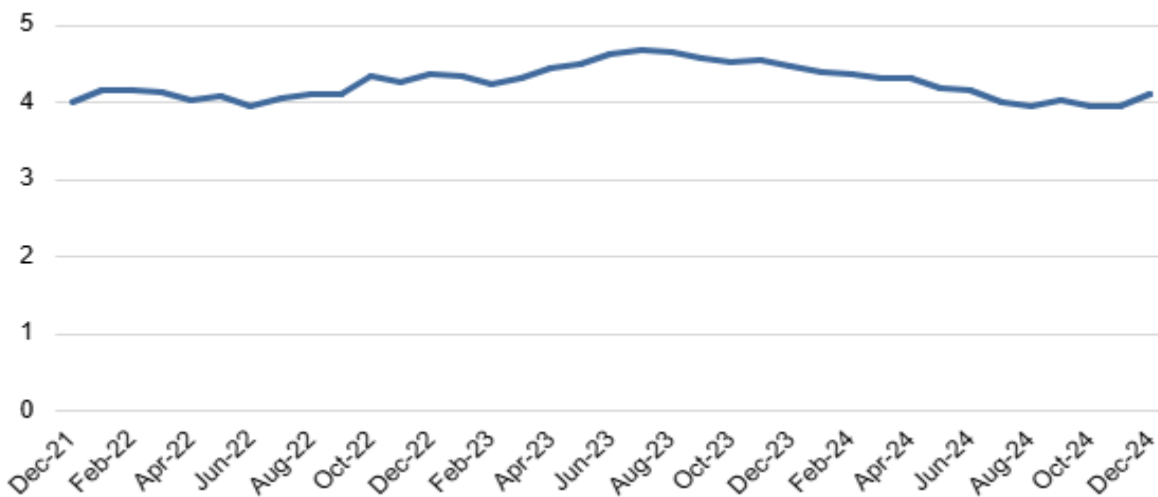
Customer Accident Rate

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.

	2021	2022	2023	2024
Train Derailments	1	1	4	2
Train Collisions	2	0	0	0



Prevention Metrics (Leading Indicators)

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

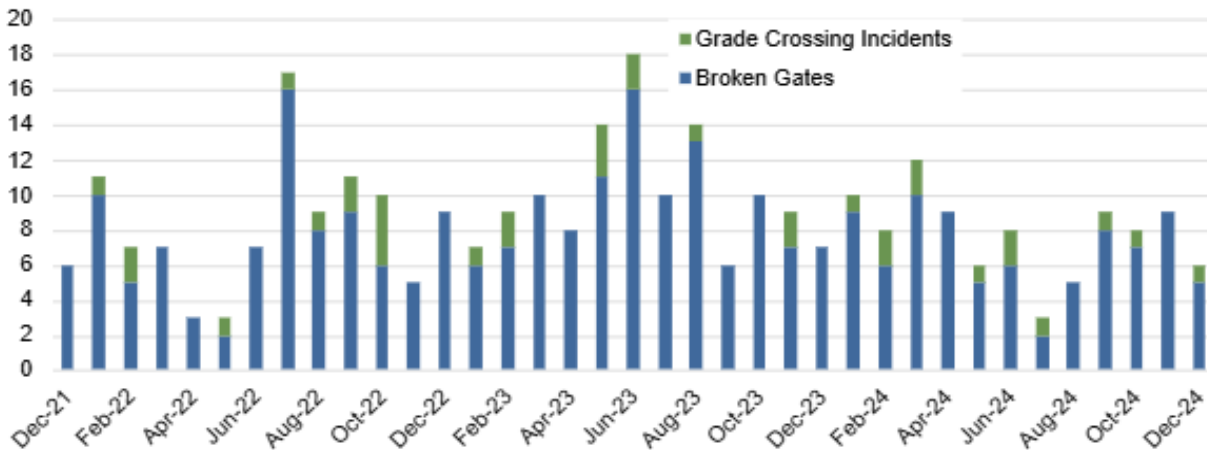
The number of first responders trained to assist in crisis events, unique LIRR employees who completed certain federally mandated qualification refresher courses, and customer and community members who attended in-person or virtual safety outreach events.

	2022	2023	2024	
			Target	Actual
First Responders	1,561	1,492	1,000	1,657
Employees	21,310	6,383	5,148	6,318
Customers and Community Members	59,213	78,890	47,145	99,712

Grade Crossing Safety Metrics

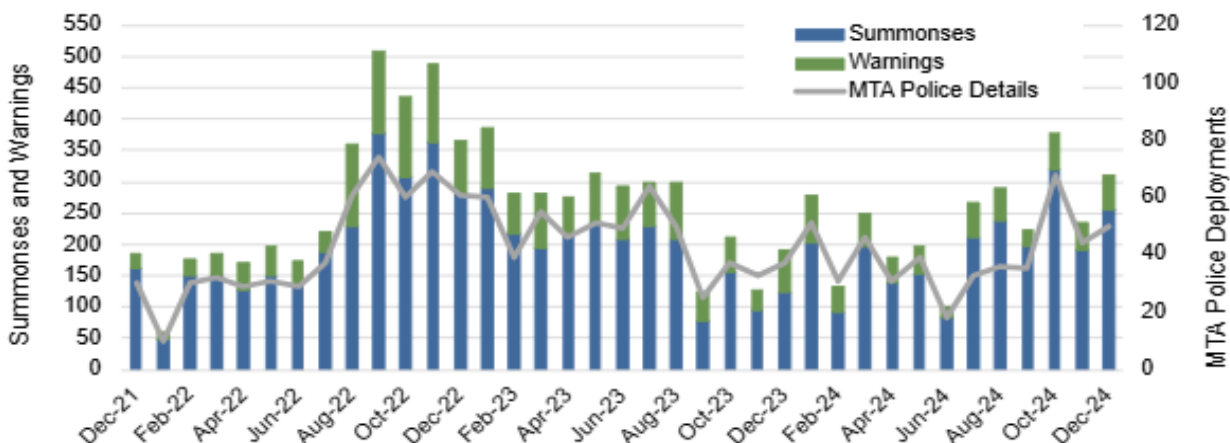
Grade Crossing Incidents and Broken Gates

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

For the current 12-month reporting period, January 2024 through December 2024, the reportable customer injury rate decreased from 2.00 to 1.39 per one million customers, compared to the prior reporting period of January 2023 through December 2023. The reportable employee lost time injury rate decreased from 1.94 to 1.61 per 200,000 working hours, compared to the prior reporting period.

Metro-North has continued to take steps to enhance customer and employee safety; highlights of efforts during calendar year 2024 include the following examples.

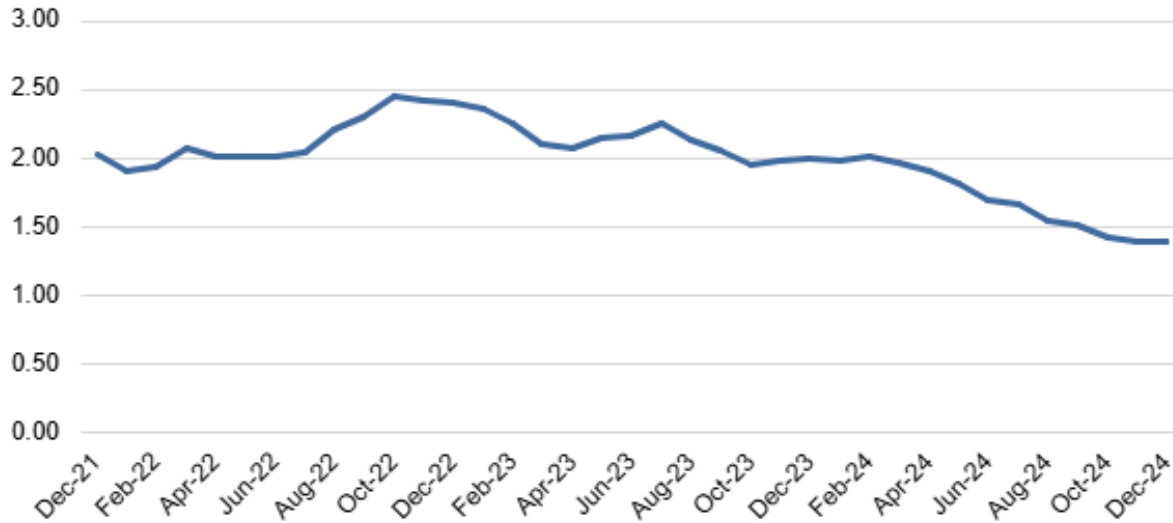
- The Office of System Safety (OSS) Field Safety team completed over 1,150 safety audits and inspections systemwide at shops, yards, stations, and along the right-of-way. Findings are shared with the operating departments for corrective action; examples include yard cleanups and coordination with the Metro-North Right of Way Task Force on concerns regarding trespasser activity and access along the right-of-way.
- Under the Roadway Worker Protection Audit program, operations and safety managers conducted 25 group audits, in which they scheduled a full shift to audit work on or about the tracks to ensure compliance with operating and safety rules and engage with field employees.
- Customer and community outreach through the Together Railroads and Communities Keeping Safe (TRACKS) program totaled 71,245 in-person contacts for the year, including outreach at grade crossings, stations, and community events. OSS delivered QPR (Question, Persuade, Refer) suicide prevention awareness training to 170 employees in 2024.
- The Industrial Hygiene and Hazard Analysis Team conducted 72 reviews of chemicals and safety related/personal protective equipment items during the year. The team also performed job safety analyses, supported indoor air quality and personal exposure assessments, and oversaw abatement of asbestos-containing material and lead-based paint.
- The Safety Engineering Team completed the annual internal assessment of the Metro-North System Safety Program Plan and obtained approval of the Fatigue Risk Management Program Plan from the FRA. The team also supported beneficial use/substantial completion reviews, conducted and supported risk-based hazard assessments, supported safety assurance for equipment and component configuration changes, and performed reviews of employee safety challenges throughout the year.
- The Environmental Compliance Team conducted 317 environmental field inspections and audits across the Metro-North territory. Additionally, as part of the waste minimization program, Metro-North recycled over 2200 gallons of hazardous chemicals, sustainably avoiding disposal. The team also supported the MTA C&D MNR Automotive Fuel Facility Replacement Project at both Harmon and Brewster Yards, overseeing tank removals at both sites to ensure compliance with environmental petroleum bulk storage regulations.
- The Fire Life Safety team delivered 135 Public Safety Passenger Train Emergency Preparedness (PTEP) classes systemwide, with 1,920 first responders attending. These classes provide emergency response, safety, and railroad familiarization training for local Police, Fire, and EMS departments.
- The Grand Central Terminal Fire Brigade, which monitors fire life safety systems and responds to fire and EMS alerts throughout the Grand Central Terminal/Grand Central Madison complex 24/7, responded to 2,049 fire and EMS callouts in 2024, with an average response time of 2 minutes 15 seconds.



Performance Metrics

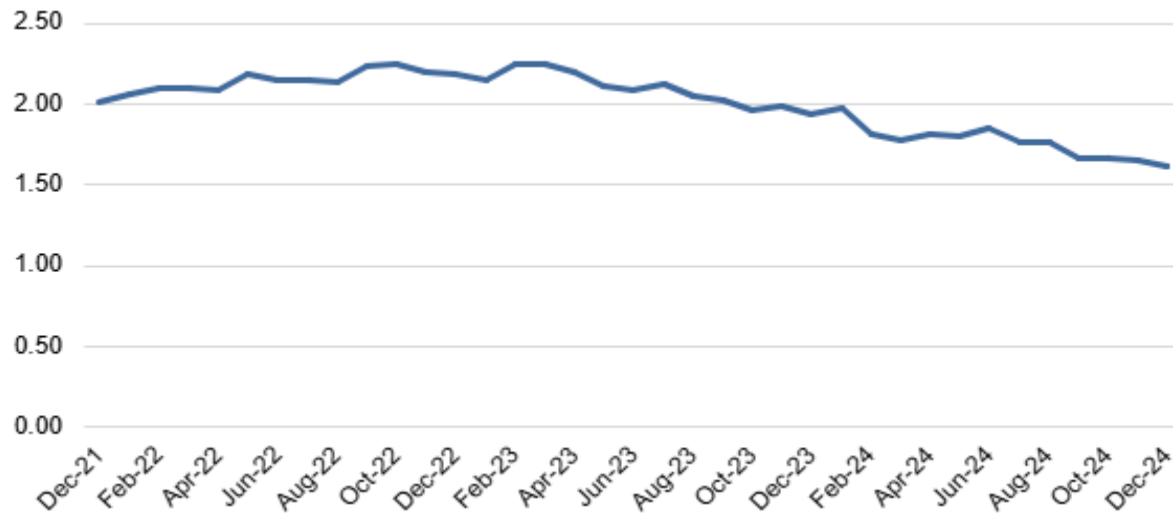
Customer Accident Rate

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.

	2021	2022	2023	2024
Train Derailments	0	2	0	0
Train Collisions	0	0	0	0



Prevention Metrics (Leading Indicators)

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

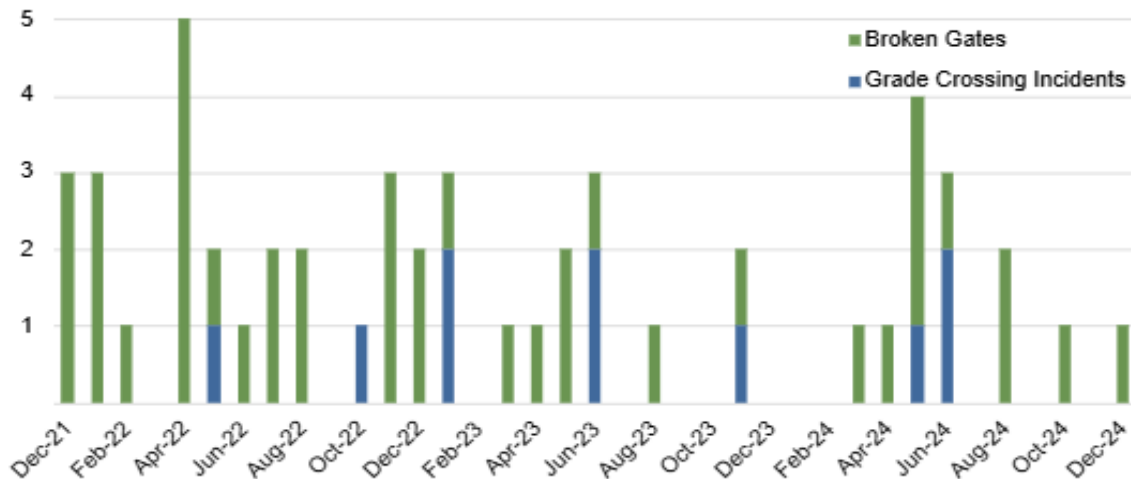
The number of first responders trained to assist in crisis events, unique Metro-North employees who completed certain federally mandated qualification refresher courses, and customer and community members who attended in-person or virtual safety outreach events.

	2022	2023	2024	
			Target	Actual
First Responders	1,868	1,459	1,000	1,920
Employees	15,946	3,185	2,000	3,136
Customers and Community Members	52,606	69,984	60,000	71,245

Grade Crossing Safety Metrics

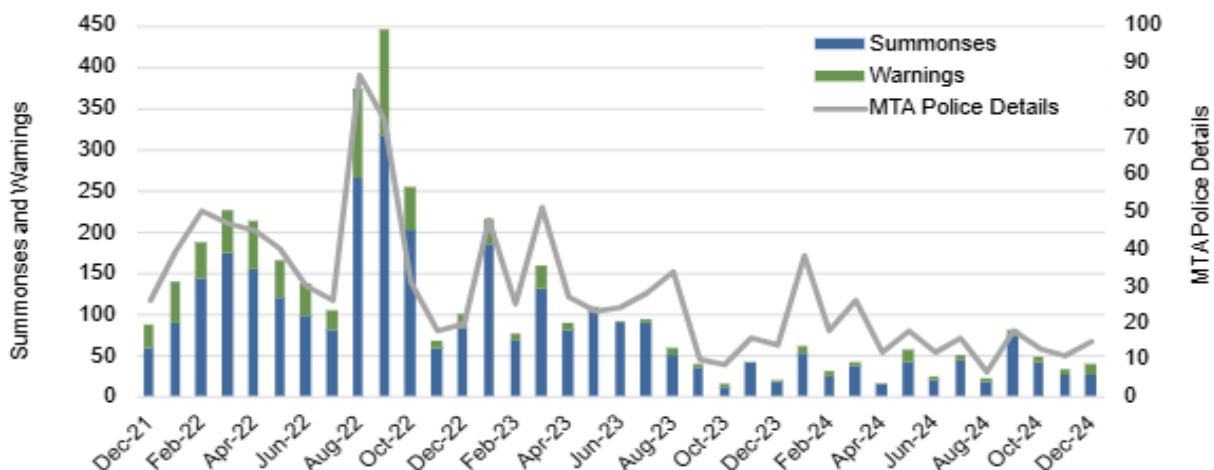
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The number of summonses and warnings issued to motorists for going around a grade crossing and/or for behavior that puts motorists at risk, and the number of MTA Police details deployed specifically to monitor behavior at grade crossings.



New York City Transit

Subway Customer Accident Rates decreased when comparing the most recent 12-month period to the previous one.

Bus Collisions and Customer Accidents increased, with Collision Injuries down slightly, when comparing the most recent 12-Month period to the previous one.

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

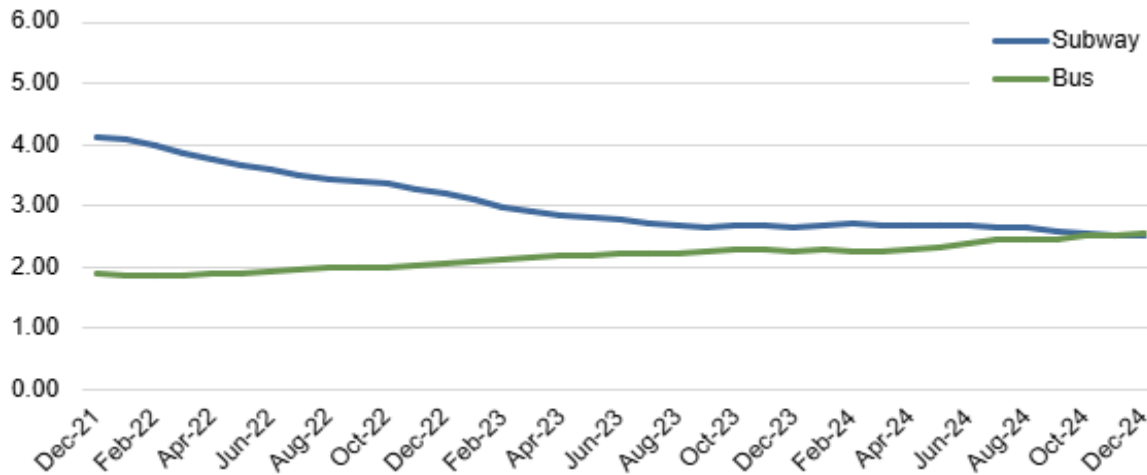
For the rolling 12-Month basis, Subway Fires decreased over 19% when comparing periods ending December 2024 and December 2023.



Performance Metrics

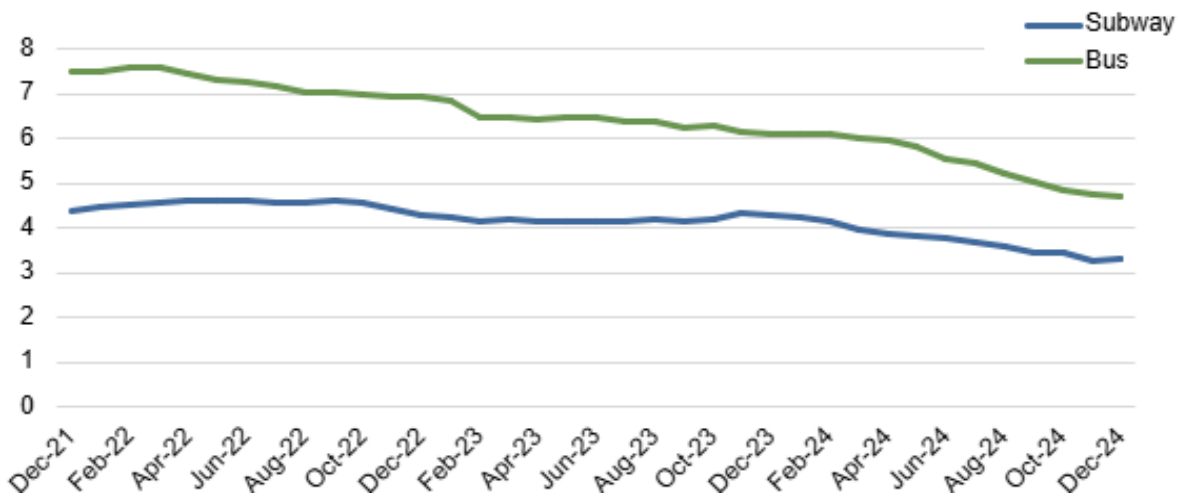
Subway and Bus Customer Accident Rate

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



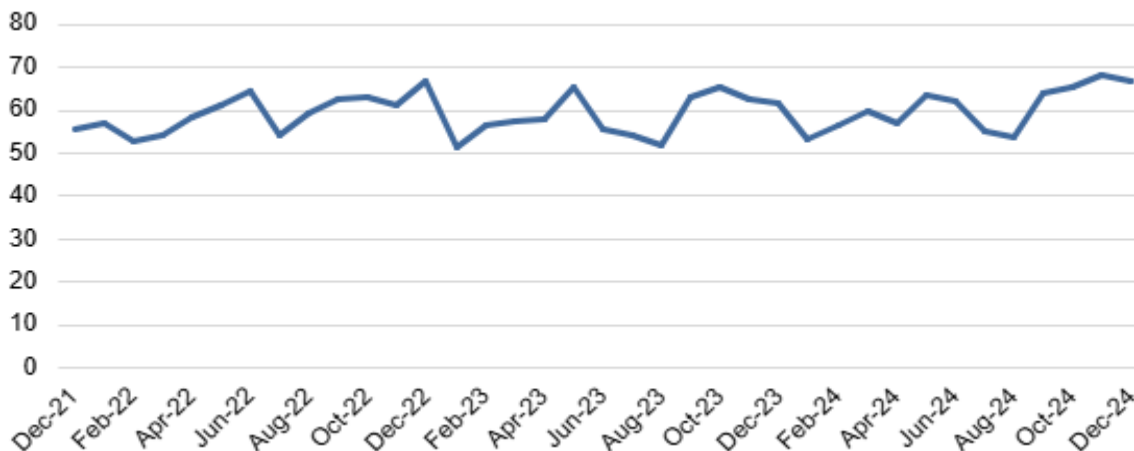
Subway and Bus Employee Lost Time Injury Rate

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



Bus Collision Rate

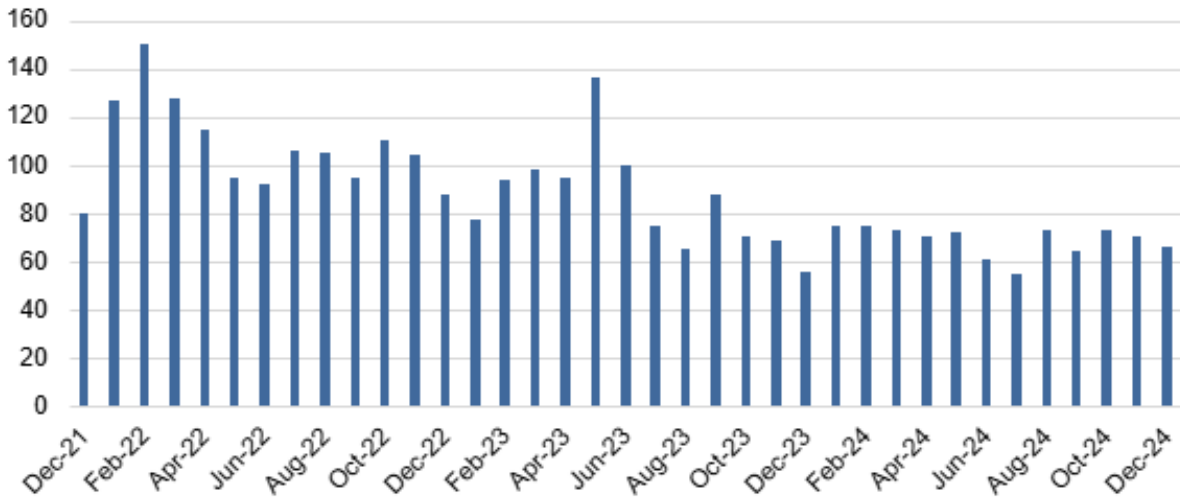
The number of bus collisions per million miles.





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	2021	2022	2023	2024
Mainline Collisions	0	0	0	2
Yard Collisions	3	3	0	8
Mainline Derailments	0	1	3	1
Yard Derailments	10	6	3	6

Prevention Metrics (Leading Indicators)

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

	2023	2024	
		Target	Actual
Joint Track Safety Audits Completed	319	330	181
Continuous Welded Rail Installed (Feet)	25,739	15,482	16,698
Friction Pads Installed	49,238	22,750	44,545
Audible Pedestrian Turn Warning Systems Installed	222	400	373
Vision Zero Employee Trainings Conducted	6,402	6,000	6,588

MTA Bridges and Tunnels

Over the past few years, TBTA has made great strides to improve its safety record when it comes to customer collisions on our roadways. As we look at year-over-year data, we continue to show a positive trend in the reduction of overall collisions and those resulting in injuries. These reductions have continued even during constant increases in traffic volumes over our crossings. In the last year alone, we saw a reduction of 11.6% in overall collisions and a 25.8% reduction in collisions with injuries.

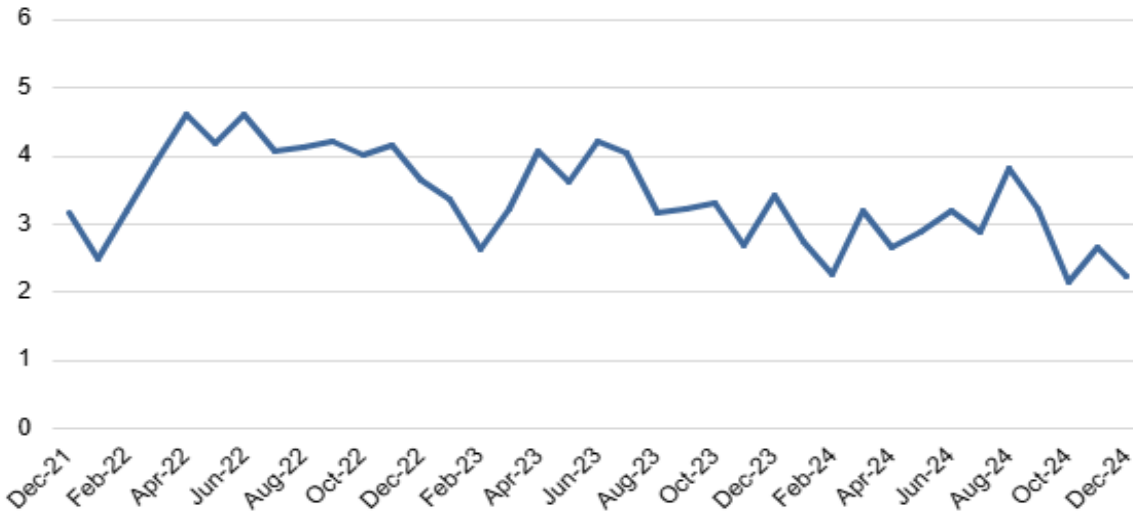
Additionally, we continue to pursue projects and initiatives that will further target safety improvements to the traffic environment while continuing to raise customer awareness through enhanced signage, real-time information, and regional messaging, and continued traffic management and enforcement.



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.

	2022	2023	2024	
			Target	Actual
Workforce Development	490	1065	480	260
Safety Task Force Audits	14	14	14	10
Fire Code Audits	14	14	14	10
FDNY Liaison Visits	29	28	28	22

MTA Construction & Development

MTA Construction & Development (C&D) manages third-party capital construction across all MTA agencies, including Metro-North Railroad, Long Island Railroad, New York City Transit, and Bridges & Tunnels, as well as integrated "mega" projects (Second Avenue Subway Phase 2, Penn Station Access, and Harold Interlocking). C&D Safety monitors all reported contractor incidents, including those classified as lost time and recordable for all capital projects, to identify trends related to work-related occurrences.

Initiatives currently underway within Construction & Development:

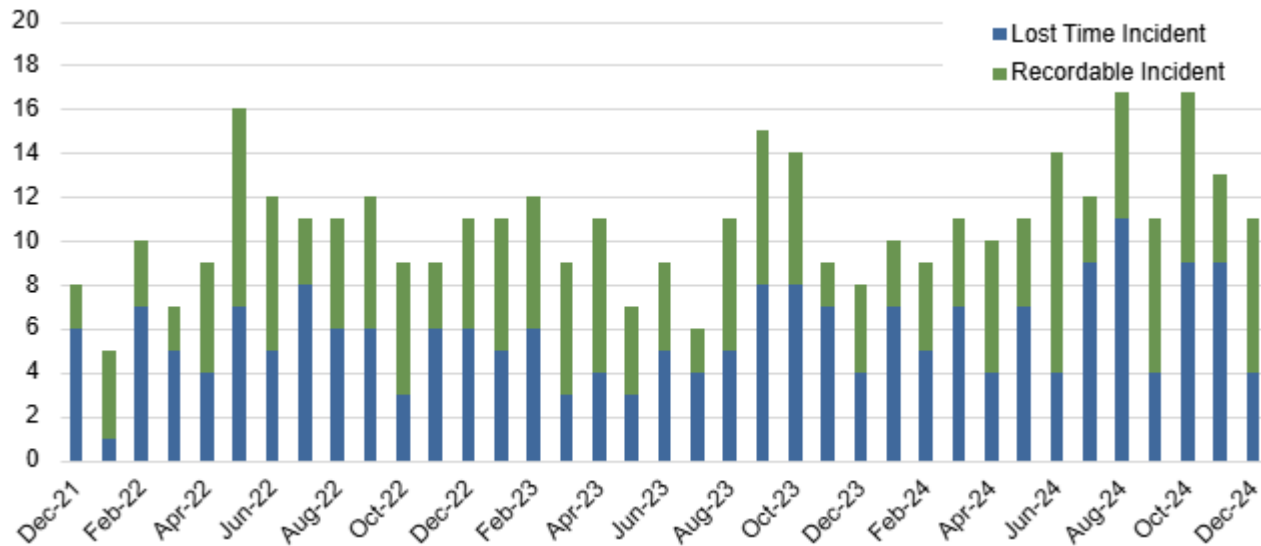
- AECOM Safety Assessment Initiative—Advance a multiphase project to audit, evaluate, recommend, and implement a new Safety Management System (SMS) with MTA C&D. The initiative aims to improve safety on capital improvement projects while also enhancing the safety culture and behavior of Contractors working for MTA C&D and the C&D staff.
 - C&D is collaborating with AECOM to enter the final crucial rollout phase, focusing on aligning our practices with existing contracts. We are dedicated to refining our Safety Management System (SMS) and enhancing the Division 1 contract to integrate our new safety programs. These initiatives aim to advance our safety practices and strengthen our safety culture for continuous improvement.
 - C&D is dedicated to achieving full ISO 45001 certification for our corporate safety program by 2025. The Safety team is collaborating closely with our partners in Corporate Quality to address the gaps identified in the recent pre-audit effectively. By working together, we are developing and implementing vital processes and procedures that will ensure we are well-prepared for the next stage of the certification process, reinforcing our commitment to safety and quality.
- C&D Safety is committed to maximizing the use of our OCIP Safety program's mobile safety inspection application. It has been integrated into our observation-based inspection protocol in the SMS, and we are actively working with the vendor to implement improvements from user feedback. We are exploring an expansion to include safety inspections by the project management team, the Project CEO, and design builders' safety teams. Users will receive a comprehensive video training module and support from our safety team to ensure the platform is effective and user-friendly.
- C&D Security is proactively leading a collaborative initiative with all MTA Security departments to enhance and streamline processes across all Construction and Development (C&D) contracts and MTA operating agencies. In addition, we are focused on developing and refining comprehensive security procedures explicitly tailored for C&D staff and projects, ensuring a safer and more efficient working environment.
- C&D Safety will continue using the established communication with staff while also considering expanding proactive safety communication and engagement. The communications being examined for this expansion include safety posters, routine safety advisories/alerts, or bulletins. These communications will be based on identified best practices, incident corrective actions, or trends resulting from safety inspections and audits. This communication initiative is vital for ensuring staff is well informed of critical safety information and best practices while fostering a safety culture.
- C&D is updating policies to align with MTA standards and regulatory requirements, prioritizing ongoing staff safety training focused on OSHA standards and New York City's Site Safety Training (SST). Additionally, supplementary programs will enhance safety awareness among MTA project personnel, and new protocols for incident investigations and employee health and safety have been implemented.



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.

	2023	2024
Struck by / Against	0	0
Slips, Trips, Falls	1	0
Electrical Shock	2	0
Laceration	0	0

Prevention Metrics (Leading Indicators)

Inspections and Audits

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

	2023	2024
Inspections and Audits - Internal	2,550	2,890
Inspections and Audits - External	7,203	9,001

MTA Safety Committee

Key Security Metrics

February 24, 2025

Long Island Rail Road

LIRR Office of Security proactively monitors locations based upon information developed through coordination with MTAPD, LIRR employees, 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, crime reduction, public and employee safety efforts providing real time surveillance and information as well as providing valuable forensic data during the investigative processes.

The Office of Security focuses on the public facing areas at terminals and stations, key areas along the right-of-way, grade crossings, and at all LIRR yards and storage/employee facilities. The Office of Security's Command Centers has access to over 16,000 cameras installed throughout the railroad's operating area and onboard all LIRR trains. OOS continues to strategically add cameras and access control to the system to enhance customer and employee safety and to protect LIRR assets and properties. OOS also utilizes access control technologies and alarm systems, which are further supported by analytics applied to specific scenes, that assist in the identification of problematic areas where individuals may illegally enter to commit acts that adversely affect LIRR customers and employees.

Using information developed through scheduled meetings and site assessments with LIRR departments, i.e. Stations, Engineering, etc. along with MTA PD, as well as factoring in public complaints, Office of Security personnel monitor LIRR locations which have been identified as being prone to homelessness and Quality of Life issues, assisting with the identification of conditions and individuals in need of assistance. When Office of Security personnel observe possible conditions, they work with the MTA PD and LIRR Departments to address and correct the condition(s).

LIRR Security Staff conducts security assessments utilizing CPTED (Crime Prevention Through Environmental Design) at LIRR properties, such as station buildings, facilities, and yards. Utilizing the available data, Security Personnel apply their intrinsic knowledge of the LIRR, current threat-based trends, reported crimes and conditions, and their specialized training to determine if current security mitigations are sufficient to address identified security needs.

The LIRR Drone program is staffed with three Pilots and three Drones in its fleet. In 2024, LIRR Office of Security completed 11 drone assessments and surveys. The Office of Security's Drone program is available 24/7 to assist in emergency response, as well as provide support to departments conducting surveys and assessments. To date, the LIRR Office of Security has completed various aerial inspections and assessments of the right of way, stations, and yards. Office of Security is equipped to fly during day and night operations with Infrared and broadcasting/streaming capabilities.

LIRR Office of 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:

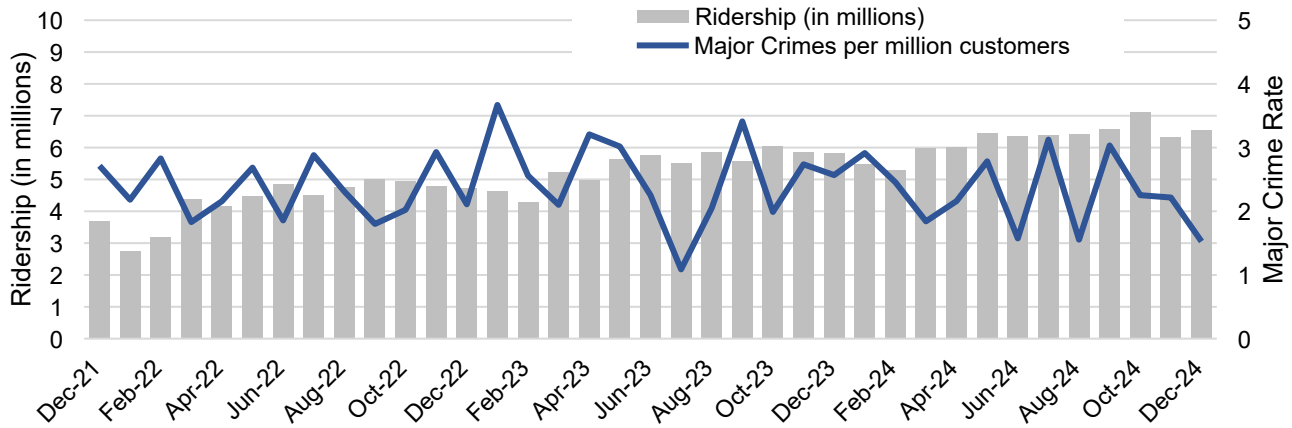
- Continual reviews to update programs to improve WVPP (Workplace Violence Prevention Program) training presented at new hire orientation
- Established regular ongoing meetings with MTA PD to review Workplace Violence incidents and address mitigation efforts
- Engage with employees, increase awareness and knowledge of the Workplace Violence Prevention program through Employee Meet and Greets
- Established Workplace Violence Working Group to review Workplace Violence incidents, discuss improvements to the investigations process and the program
- To coincide with Workplace Violence Prevention Awareness Month (April) - Office of Security will host a series of events throughout the month of April to engage with employees and promote awareness of the Workplace Violence Prevention Program

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 to enhance camera coverage at our stations, yards, and facilities.



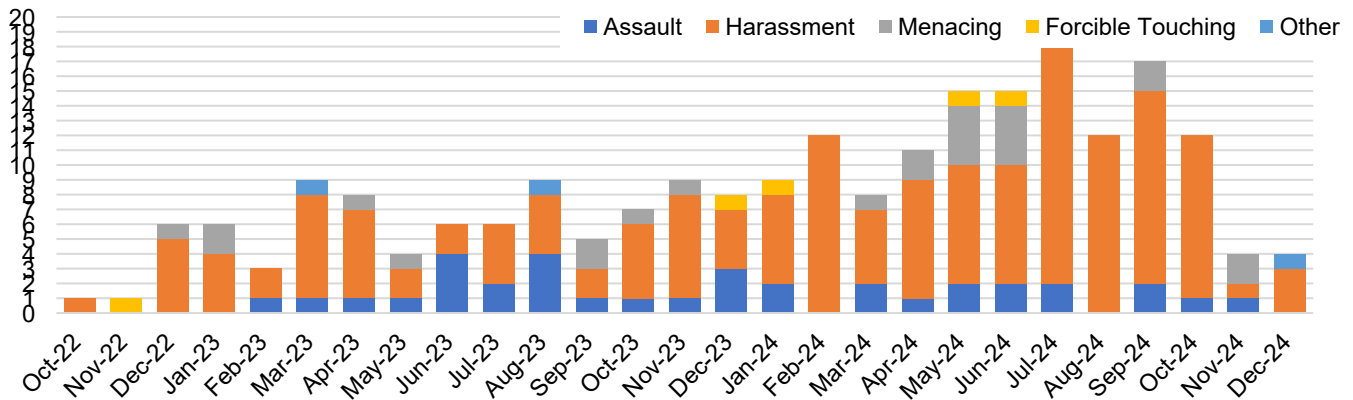
Major Crimes Against Customers

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



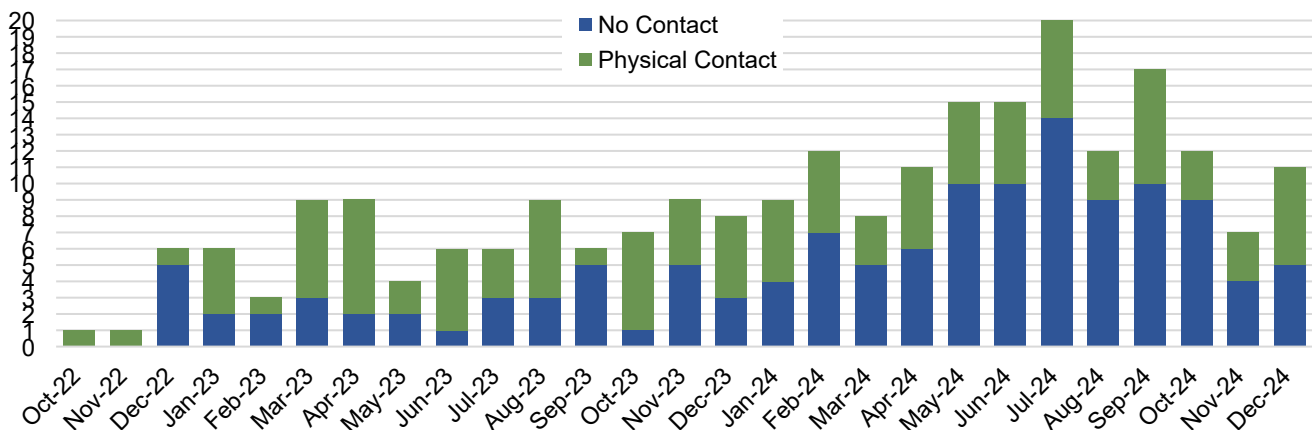
Workplace Violence Against Employees – Penal Law

The number of reported Workplace Violence Cases against LIRR employees and other MTA employees on LIRR property, recorded by MTAPD, per NYS Penal Law (Categorized by Assault, Harassment, Menacing (And Related Offenses), Forcible Touching, and Other)



Workplace Violence Against Employees – Labor Law

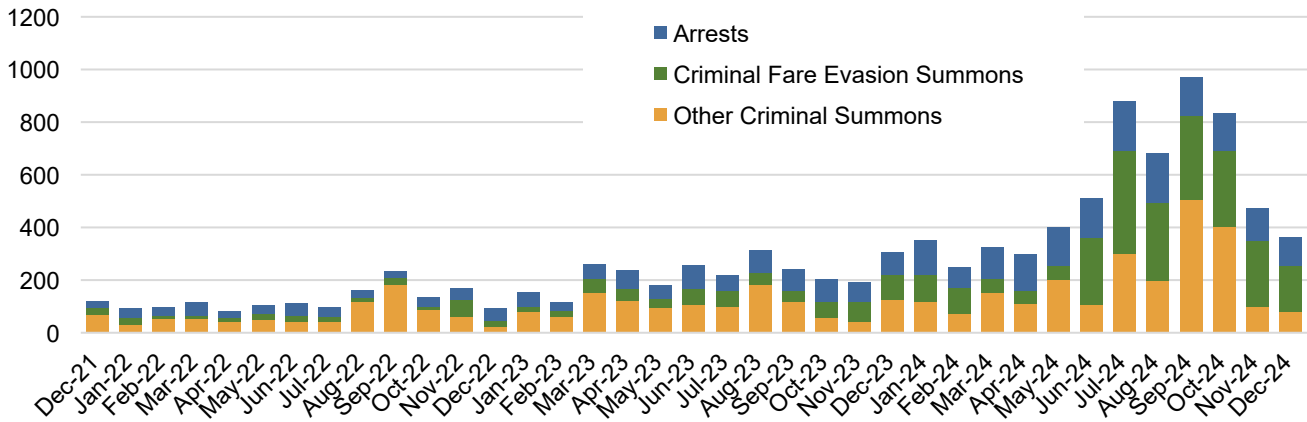
The number of reported Workplace Violence Cases against LIRR employees and other MTA employees on LIRR property, recorded by LIRR Security, per NYS DOL Law (Categorized by Physical Contact and Non-Contact Incidents)





Summonses and Arrests

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



Metro-North Railroad

The Metro-North Railroad (MNR) Security Department (Security) continues to support MNR Operations and the MTA Police Department. As the dependency on video surveillance continues to rise, MNR Security continues to expand its video surveillance footprint. On a regular basis, video camera locations are added to MNR Security video network which now exceeds 16,000 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 reported Workplace Violence (WPV). MNR Security has identified that WPV incidents onboard the trains involving train crews and passengers are the most prevalent location for WPV to occur. MTA/MNR is addressing prevention of worker assaults in the following ways:

Running a de-escalation training program for new and existing conductors. 100% of Conductors received this training in 2024. 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.

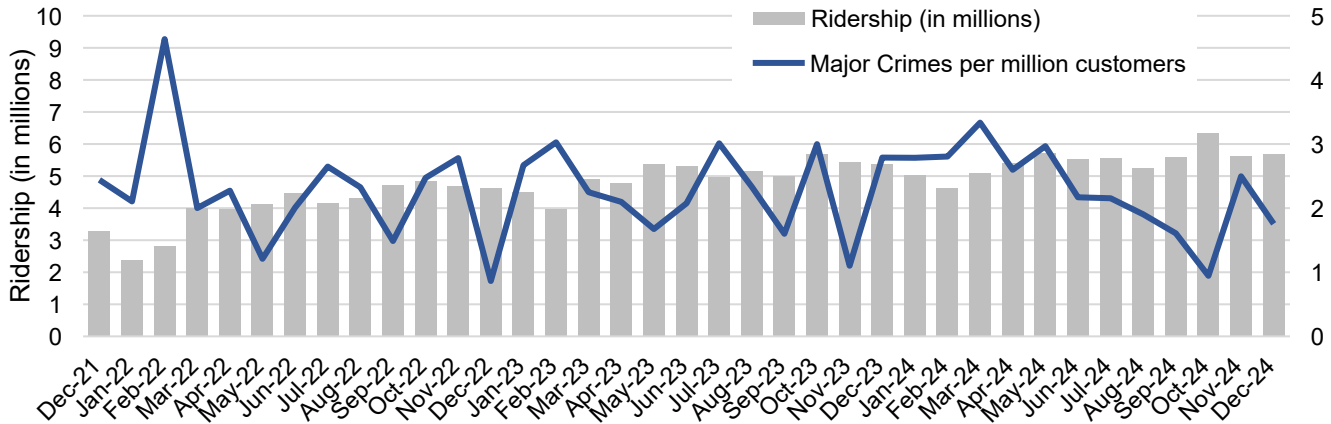
Expanding the MTAPD train patrol program footprint to touch more trains, especially those during rush hours or with persistent issues. The results have been overwhelmingly positive for both train crews and customers.

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



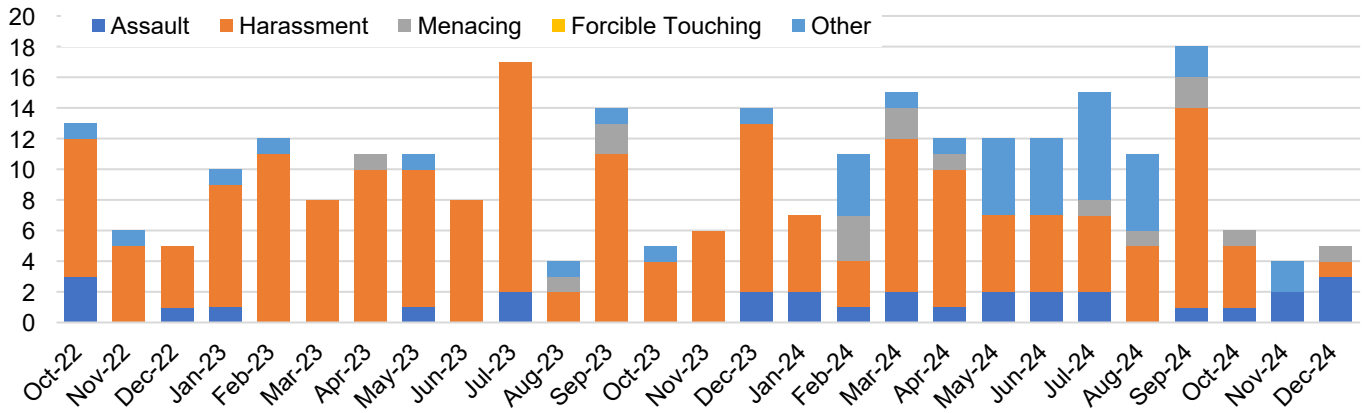
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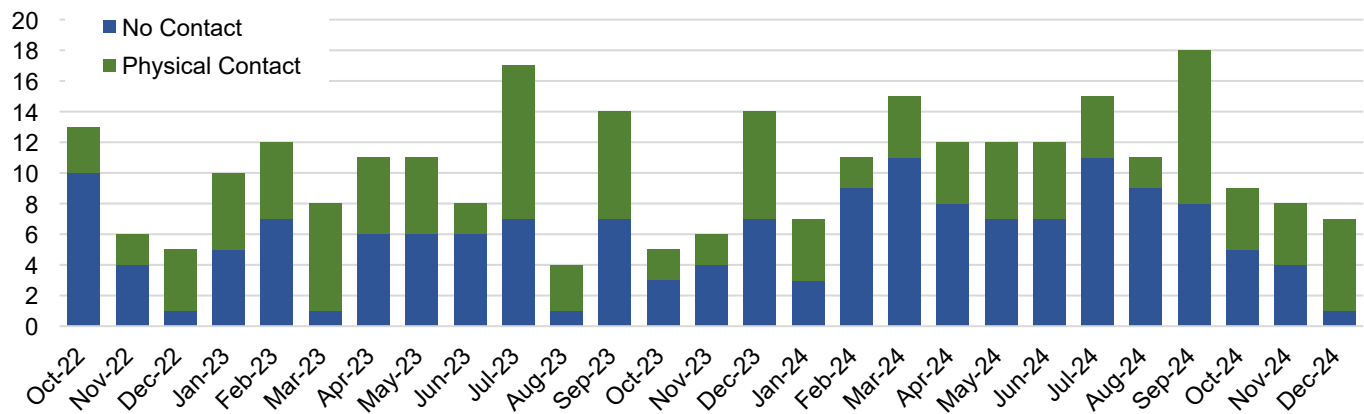
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Workplace Violence Against Employees – Labor Law

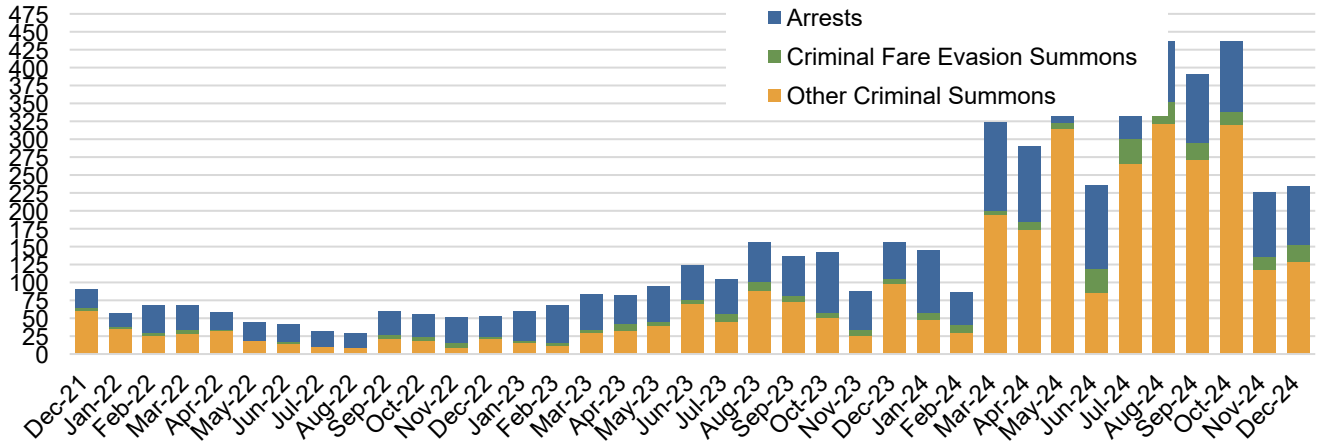
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New York City Transit

In December 2024, Major Felony Crime was down 8% month-over-month and down 3% versus December 2023. Crime decreased 1% when compared to the 2023 monthly average. Crimes per Million Rides decreased 10% in December 2024 (versus November 2024) and was down 11% versus December 2023. Further, Crimes per Million Rides were down 10% versus the 2023 monthly average. For CY 2024, Major Felony Crime was down over 5% v. 2023 and Crimes per Million Rides was down 11% v. 2023.

The drop in crime across all metrics in December 2024 continues the progress we saw throughout 2024. Our collaborative efforts to combat crime patterns within our transit system have continued to show effect month over month. We, at the MTA, will continue to work with our law enforcement partners on quality of life (QoL) and crime control initiatives and hope to see this downtrend continue into 2025. Their efforts have not gone unnoticed, and we recognize the major impacts they are having on the customer experience.

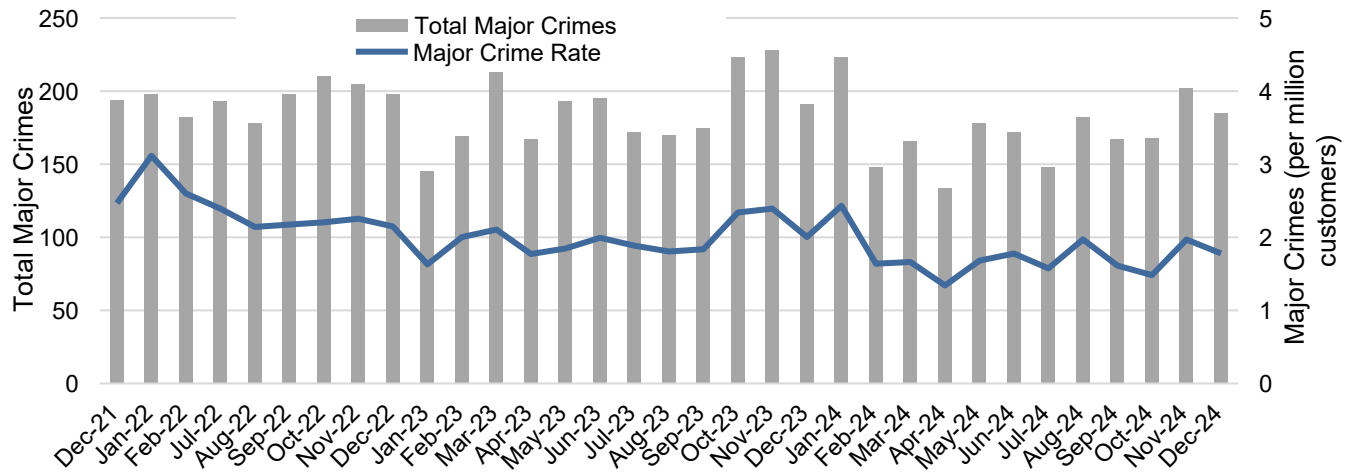
Workplace Violence cases against for CY 2024 are down 20.3% v. CY 2023. NYS Penal Law Assaults for CY 2024 are down 34.3% v. CY 2023. MTA/NYCT is addressing prevention of worker assaults by the following:

- 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.

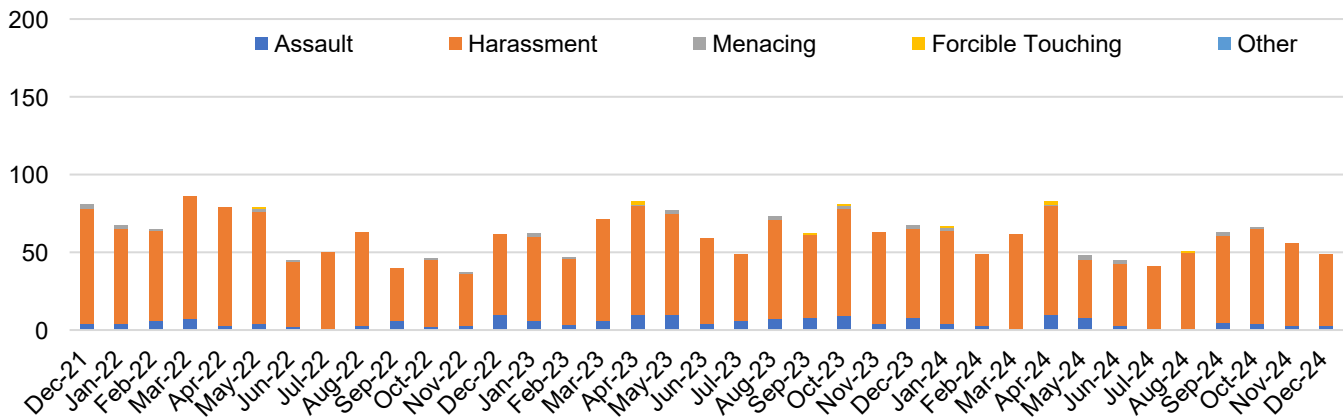
Major Crimes Against Subway Customers

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



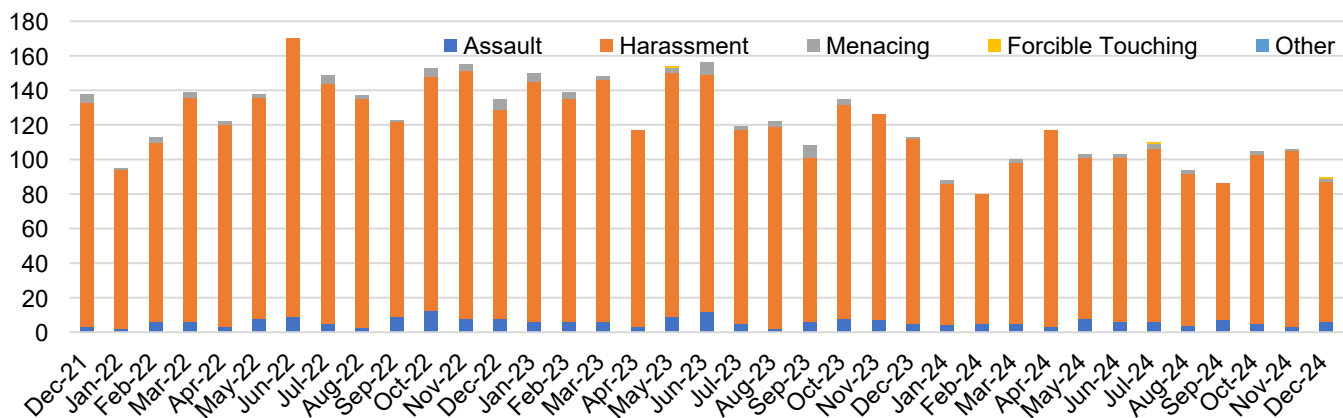
Workplace Violence Against Subways/SIRTOA Employees – Penal Law

The number of reported Workplace Violence Cases against Subways/SIRTOA Employees recorded by NYCT Security per NYS Penal Law (Categorized by Assault, Harassment, Menacing, Forcible Touching, and Other).



Workplace Violence Against Bus Employees – Penal Law

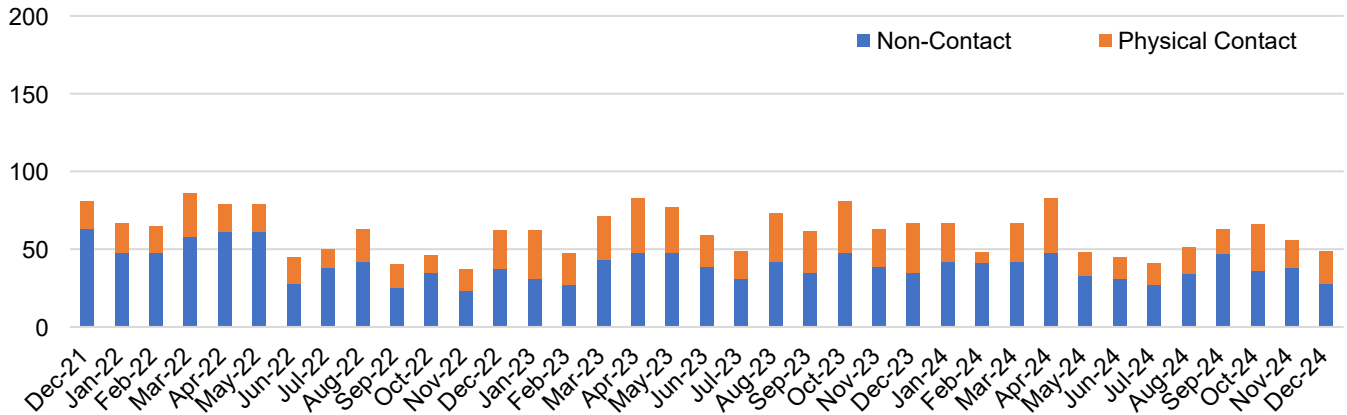
The number of reported Workplace Violence Cases against Bus Employees recorded by NYCT Security per NYS Penal Law (Categorized by Assault, Harassment, Menacing, Forcible Touching, and Other).





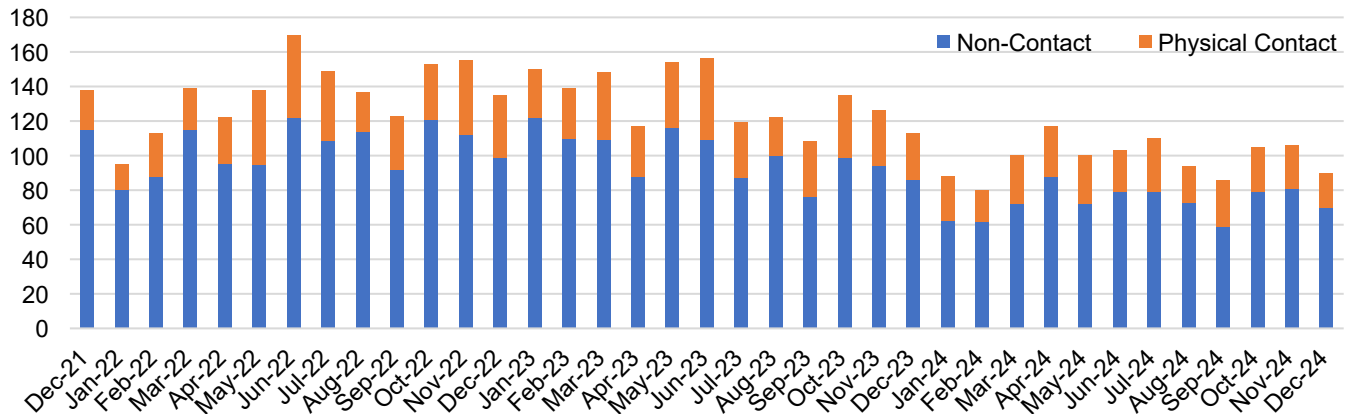
Workplace Violence Against Subways/SIRTOA Employees – Labor Law

The number of reported Workplace Violence Cases against Subways/SIRTOA Employees recorded by NYCT Security per NYS DOL Law (Categorized by Physical Contact and Non-Contact Incidents)



Workplace Violence Against Bus Employees – Labor Law

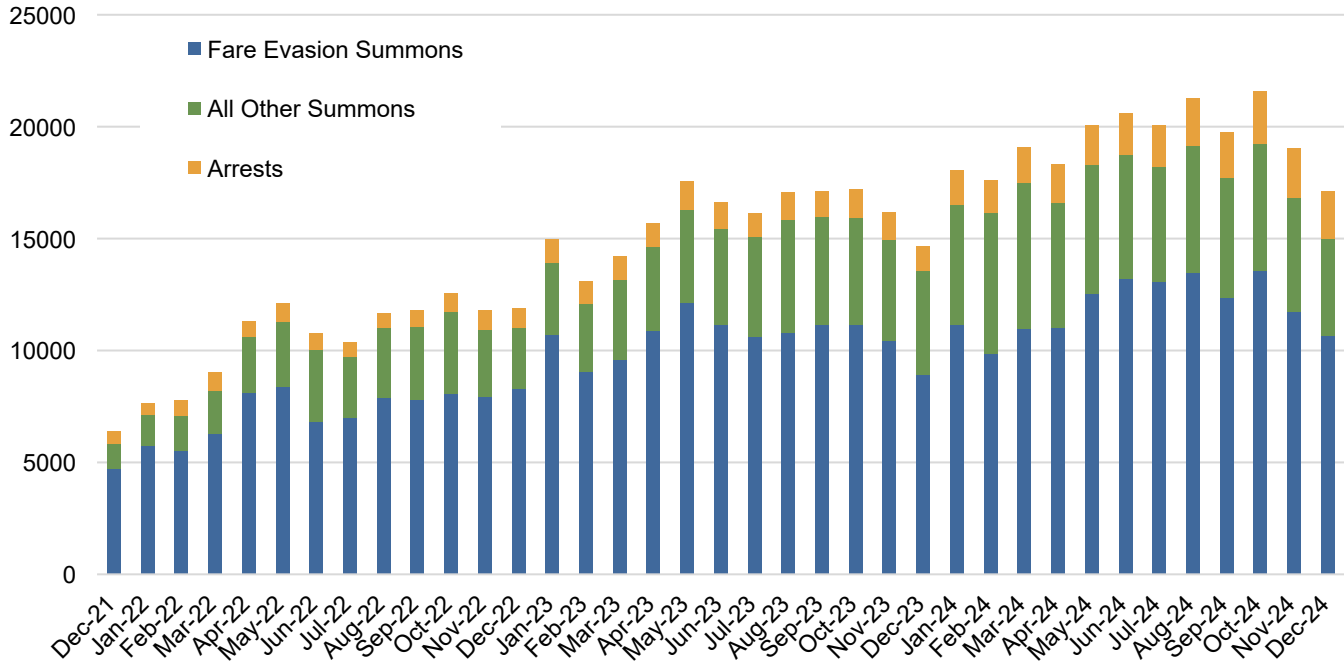
The number of reported Workplace Violence Cases against Bus Employees recorded by NYCT Security per NYS DOL Law (Categorized by Physical Contact and Non-Contact Incidents)





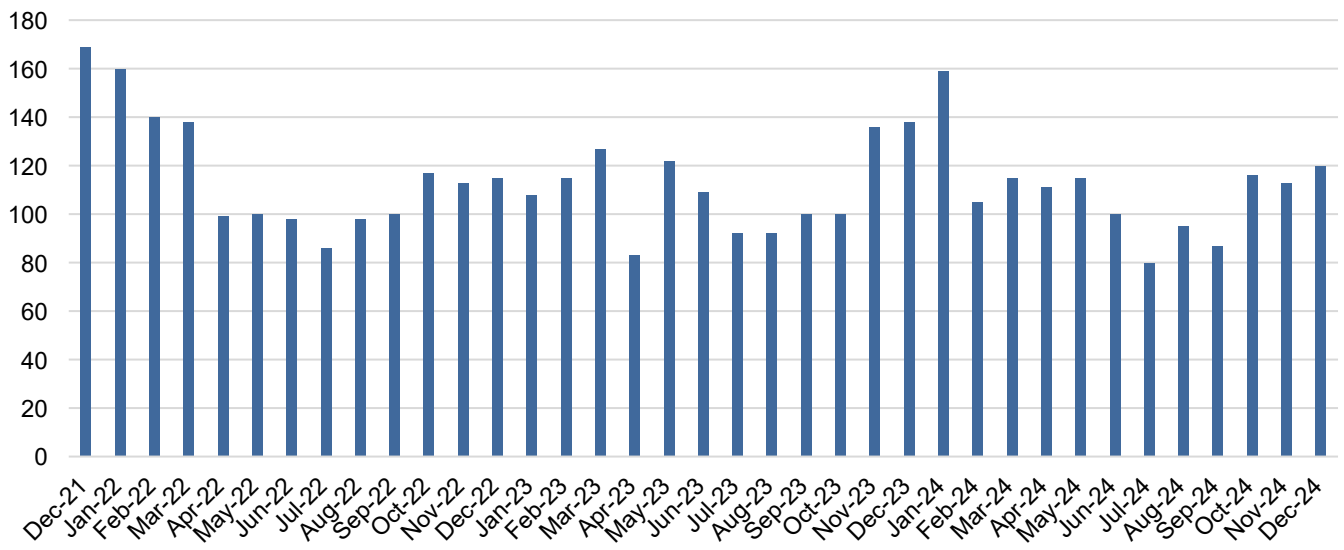
NYPD Summonses and Arrests

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

MTA Bridges & Tunnels Achievements in Q4 2024

Toll Evasion and Persistent Toll Violators (PTV):

Revenue protection and recovery remains a top priority for B&T, with a 328% increase in New York State vehicle registrations interdicted compared to Q4 2023. Vehicle interdictions for out-of-state registrations increased by 425% compared to Q4 2023.

Targeted Enforcement:

Increased targeted enforcement efforts authority-wide resulted in a 29% increase in total summonses issued compared to Q4 2024 including a 111% increase in criminal court summonses compared to Q4 2023.

Counterfeit and Covered/Obstructed Plates Enforcement:

MTA B&T continues to work closely with regional stakeholders in combating counterfeit and covered, or obstructed license plates. Multi-agency enforcement efforts resulted in a 2% decrease from 4th Quarter 2023.

Collision Reduction Efforts:

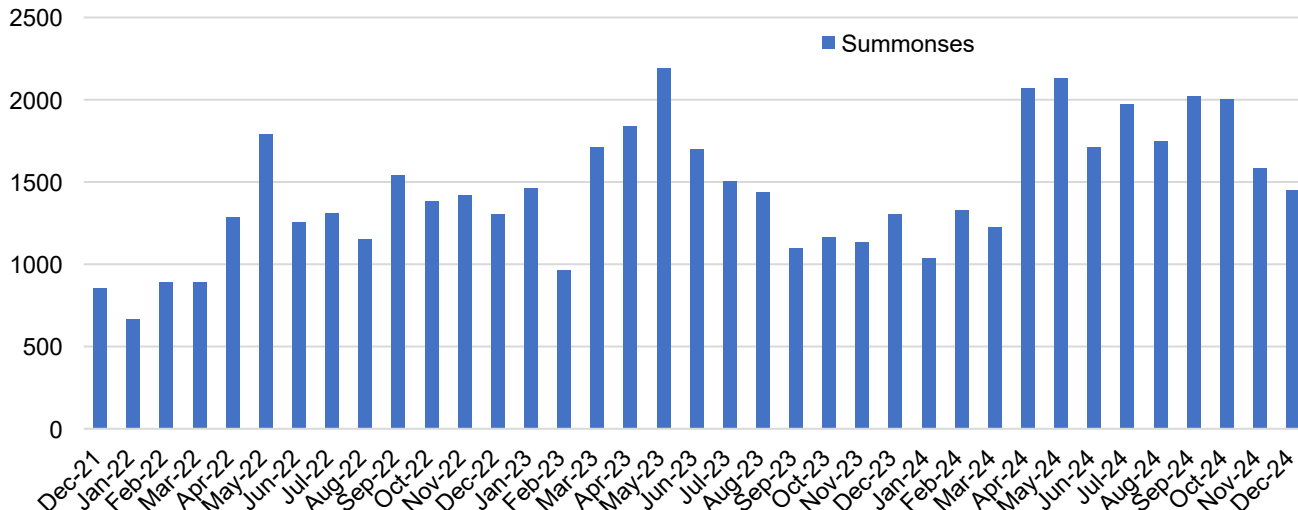
Collisions authority-wide have decreased by 25.2% compared to Q4 2023, however collisions with injuries have not changed during the same period.

MTA Bridges & Tunnels continues to outpace previous enforcement efforts when targeting persistent toll violators and counterfeit, covered, or obstructed license plates. The results of these efforts not only recover revenue to support the vital MTA infrastructure, they reduce the number of unregistered and uninsured “ghost” vehicles on our roads.



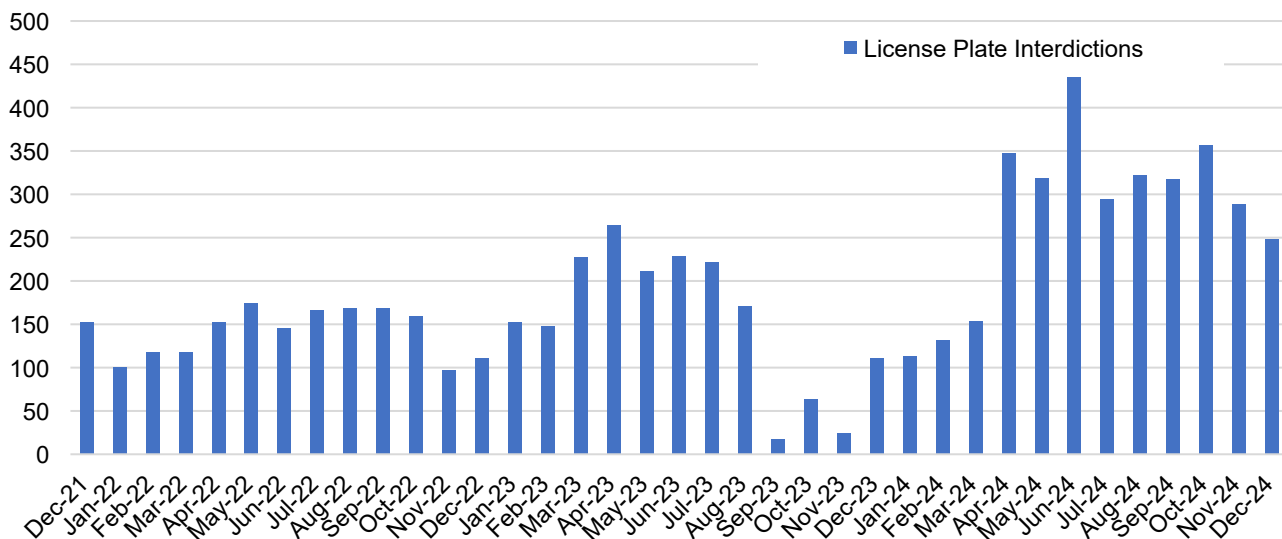
Bridges and Tunnels Summonses

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



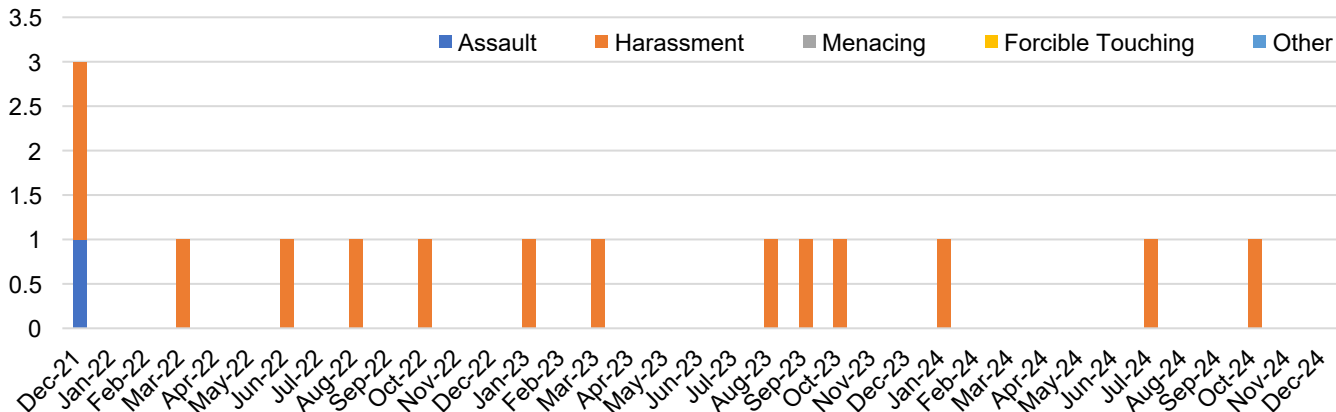
Bridges and Tunnels License Plate Interdictions

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



Workplace Violence Against Employees – Penal Law

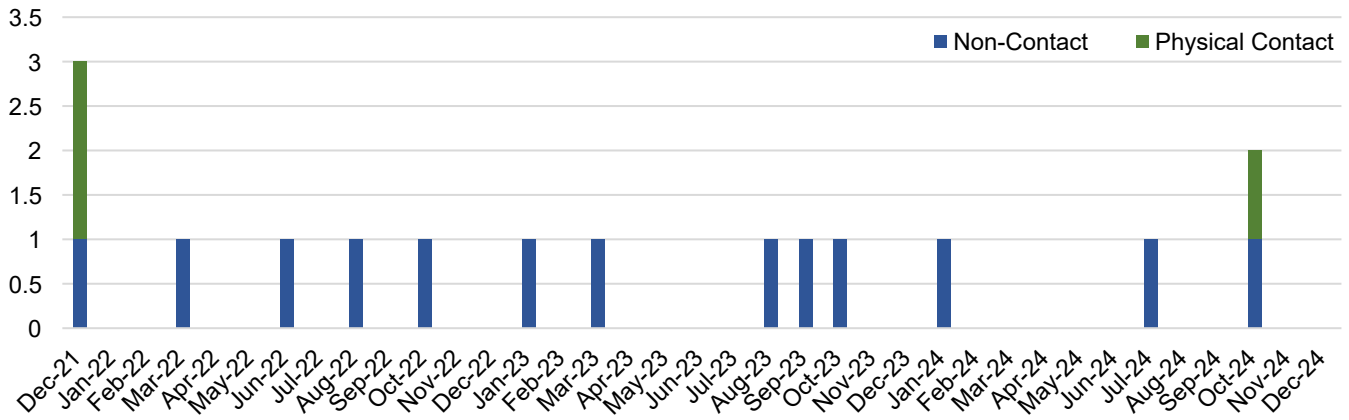
The number of reported Workplace Violence Cases against B&T employees, contractors, and other MTA employees on B&T property, recorded by B&T Security and BTOs, per NYS Penal Law (Categorized by Assault, Harassment, Menacing, Forcible Touching, and Other).





Workplace Violence Against Employees – Labor Law

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





MTA Police Department

The Metropolitan Transportation Authority Police Department (MTA PD) is a dedicated force of approximately 1,354 sworn officers tasked with patrolling the MTA region, which includes the Long Island Railroad (LIRR), Metro-North Railroad (MNR), and the Staten Island Railway. The MTA PD also supplements the New York City Police Department (NYPD) in the NYC subway system and assists MTA Bridge and Tunnel Officers on various MTA bridges and tunnels. The core mission of the MTA PD is to ensure the safety and well-being of the riding public and MTA employees by reducing crime and the fear of crime, enhancing the quality of life, providing safe passage, and securing MTA properties against violent acts. The department performs a range of critical functions, including responding to service calls, investigating crimes, managing traffic, and assisting other law enforcement and first responder agencies during emergencies.

MTA Police Department Achievements in Q4 2024

Enhanced Enforcement and Arrests:

Continued focus on quality-of-life violations and fare evasion, resulted in a 33% increase in summonses issued and a 22% increase in fare evasion arrests during the second half of 2024. This uptick reflects an ongoing commitment to maintaining order in the MTA system.

Co-response Initiative:

The co-response initiative, which pairs MTA PD with other agencies to assist homeless individuals and those in crisis at the end-of-line stations and offer shelter and services, continues to see positive outcomes, with 2,704 individuals referred to shelters and psychiatric services in Q4.

Increased Train Patrols:

Train patrols increased by 2.9% during the second half of 2024, especially in high-traffic stations and areas with increased ridership.

Support for Fare Evasion Policy:

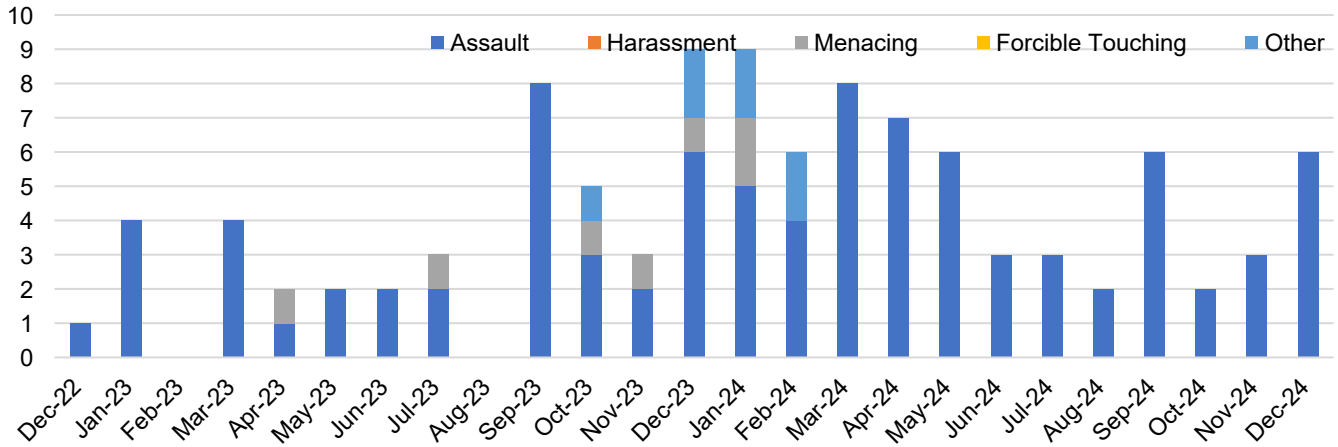
In support of the ongoing fare evasion policy, MTAPD responded to over 3,009 fare evasion calls, and assisted LIRR and MNR to ensure seamless implementation of the new policy.

The MTA PD's efforts in Q4 2024 highlight their commitment to maintaining safety, order, and security across the MTA transportation network, ensuring a safer and more pleasant experience for all passengers and employees.



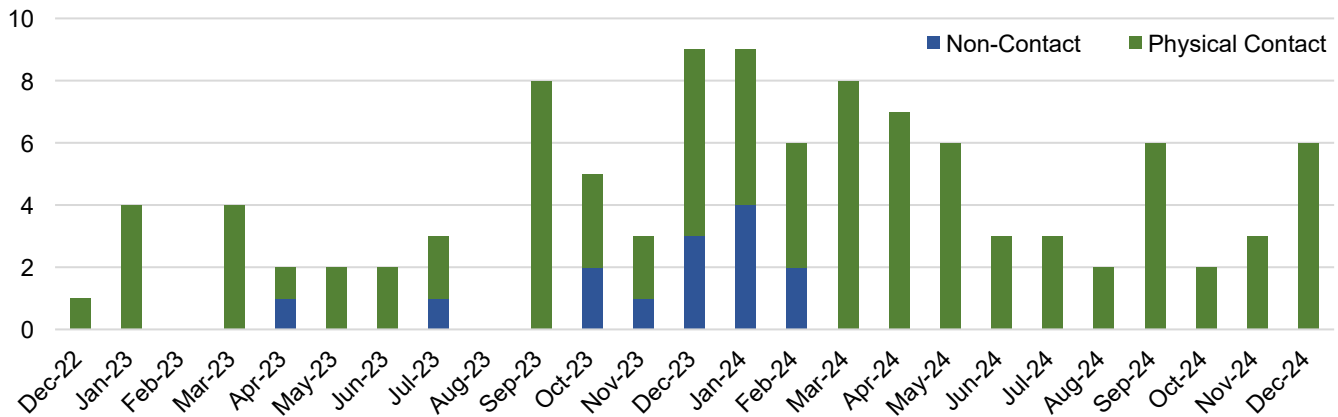
Workplace Violence Against MTA PD Officers – Penal Law

The number of reported Workplace Violence Cases against MTAPD Sworn Officers per NYS Penal Law (Categorized by Assault, Harassment, Menacing, Forcible Touching, and Other).



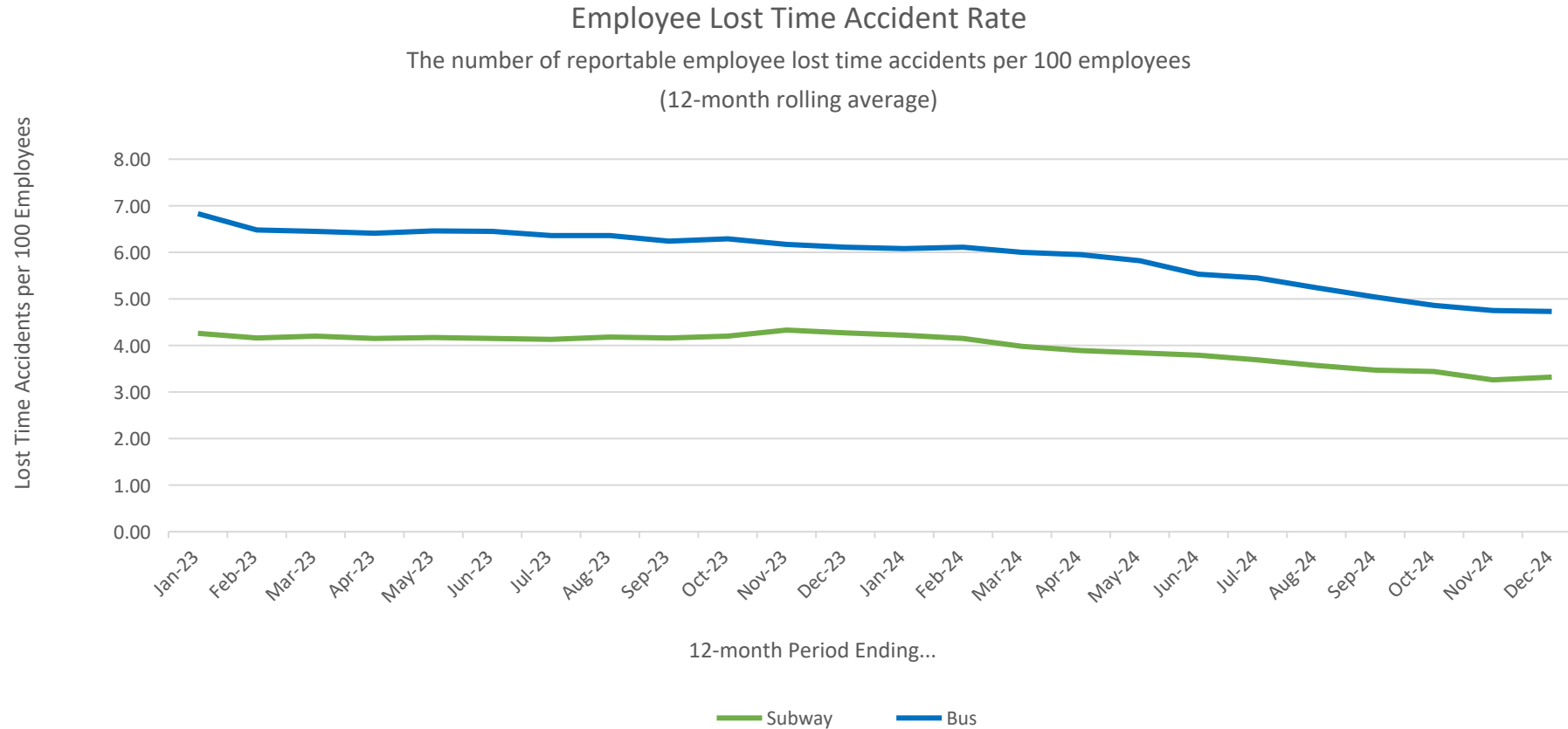
Workplace Violence Against MTA PD Officers – Labor Law

The number of reported Workplace Violence Cases against MTAPD Sworn Officers per NYS DOL Law (Categorized by Physical Contact and Non-Contact Incidents).



NYCT Employee Lost Time Accidents (LTA) Reduction 2023 vs 2024

NYCT Employee LTA 2023 vs 2024



NYCT Employee LTA Rates 2023 vs 2024

- ❑ Overall Employee Lost Time Accidents (LTAs) per 100 Employees:
 - 2023 LTA Rate 4.48
 - 2024 LTA Rate 3.55
 - Decrease by 21%

- ❑ Initiatives by both DOS and DOB were effective in reducing LTAs:
 - Department of Subways 2024 LTA Rate decreased by 22% vs 2023
 - Department of Buses 2024 LTA Rate decreased by 19% vs 2023

DOS Top 3 LTA Types (Rates per 100 Empl.)

Department of Subways

Type #	Type of Accident	1/1/23 -12/31/23	1/1/24 - 12/31/24	Pct Change
1	Slips, Trips, Falls	0.84	0.77	-8.34
2	Alleged/Actual Collisions with Individuals Trauma (AACWIT)	0.84	0.60	-27.97
3	Physical Assaults	0.73	0.53	-28.13

Department of Subways Initiatives

- ❑ Power BI Dashboard identifies trends and targets areas that require mitigation.
- ❑ Enhanced supervisory oversight increasing frontline employee engagement, addressing safety concerns, and reinforcing safety messaging.
- ❑ De-escalation training roll out to frontline employees.
- ❑ Change management analysis of employee assaults to identify contributing factors and implement preventative measures.

DOB Top 3 LTA Types (Rates per 100 Empl.)

Department of Buses

Type #	Type of Accident	1/1/23 -12/31/23	1/1/24 - 12/31/24	Pct Change
1	Motor-Vehicle Accidents	1.42	1.20	-15.04
2	Physical Assaults	1.20	0.92	-24.00
3	Slips, Trips, Falls	1.00	0.75	-24.75

Department of Buses Initiatives

- ❑ Focus on personal safety of bus operators through enhanced communications and mitigation strategies such as operator enclosures.
- ❑ De-escalation training focused on minimizing customer conflict and resolution strategies.
- ❑ Redesign of LTA and Assault Data Dashboards providing improved information on IOD trends and Assault/Harassment “hot spots.”
- ❑ Improved Collaboration with NYPD and NYCT Security emphasizing investigations on high-risk routes.

NYCT Annual PTASP Approval

