



Metropolitan Transportation Authority

Safety Committee Meeting October 2020

Committee Members

P. Foye, Chair

A. Albert

N. Brown

L. Cortes-Vazquez

M. Fleischer

R. Herman

K. Law

R. Linn

H. Mihaltses

J. Samuelsen

V. Tessitore

N. Zuckerman

Safety Committee Meeting

2 Broadway 20th Floor Board Room

Wednesday, 10/28/2020

10:00 AM - 5:00 PM ET

1. Public Comments

2. Approval of Minutes - July 2020

Minutes - Page 3

3. Covid-19 Update

4. Safety Metrics

August

MNR Safety Metrics - Page 4

LIRR Safety Metrics - Page 5

NYCT Safety Metrics - Page 6

B & T Safety Metrics - Page 7

July

MNR Safety Metrics - Page 8

LIRR Safety Metrics - Page 9

NYCT Safety Metrics - Page 10

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June

MNR Safety Metrics - Page 12

LIRR Safety Metrics - Page 13

NYCT Safety Metrics - Page 14

B & T Safety Metrics - Page 15

5. Homeless Outreach Program

HPO Brief - Page 16

6. MTA Family Assistance Operations Program

FA Brief - Page 22

Date of Next Meeting: January 2021

Minutes of the MTA Safety Committee Meeting

July 2020

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

Because of the ongoing COVID-19 public health crisis, the MTA Chairman convened a one-day, virtual Board and Committee meeting session on July 22, 2020, which included the following committees:

- Joint Long Island Rail Road and Metro-North Railroad Committees
- New York City Transit and MTA Bus Committee
- Bridges and Tunnels Committee
- Finance Committee
- Safety Committee
- Audit Committee
- Corporate Governance Committee
- Capital Program Oversight Committee

To see a summary of the Safety Committee, please refer to the July 22, 2020 Board minutes in the September Board Book available on the Board materials website:

<https://new.mta.info/transparency/board-and-committee-meetings/september-2020>.

August 2020 Safety Report

Performance				
Performance Indicator	12-Month Average			
	September 2017 - August 2018	September 2018 - August 2019	September 2019 - August 2020	
FRA Reportable Customer Accident Rate per Million Customers	1.05	1.06	0.96	
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	2.49	2.27	2.01	
	2019		2020	
	August	Year to Date	August	Year to Date
Grade Crossing Incidents ¹	1	2	0	1
Mainline FRA Reportable Train Derailments	0	0	0	0
Mainline FRA Reportable Train Collisions	0	0	0	0

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

Leading Indicators				
Safety Training	2019		2020	
	August	Year to Date	August	Year to Date
First Responders Trained	25	1,458	40	855
Employee Safety Training Courses	150	297	109	283
Employees Trained	1,406	5,514	990	4,356
Employee Safety Training Hours	14,499	188,701	23,904	140,391
Customer and Community: Focus on Grade Crossings	2019		2020	
	August	Year to Date	August	Year to Date
Broken Gates	1	23	0	13
MTA Police Details	65	492	23	188
Summons	79	378	72	455
Warnings	23	86	22	140
Community Education and Outreach*	15,245	86,540	610	33,073
Cars Equipped with Cameras	Fleet Size	Total Cars Equipped	% Complete	
Inward / Outward Facing Cab Cameras	956	956	100.00%	
Passenger Compartment Cameras	1,084	1,084	100.00%	

*Due to the COVID-19 pandemic, community outreach events are held virtually, as a result 2020 numbers are lower than previous years.

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.

August 2020 Safety Report

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

Performance				
Performance Indicator	12-Month Average			
	September 2017 - August 2018	September 2018 - August 2019	September 2019 - August 2020	
FRA Reportable Customer Accident Rate per Million Customers	2.34	2.17	3.78	
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	3.02	3.33	3.31	
	2019		2020	
	August	Year to Date	August	Year to Date
Grade Crossing Incidents ¹	2	9*	0	2
Mainline FRA Reportable Train Derailments	0	0	0	1
Mainline FRA Reportable Train Collisions	0	1**	0	0

* 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

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.

Leading Indicators				
Focus on Safety Training	2019		2020	
	August	Year to Date	August	Year to Date
First Responders Trained	107	1,114	39	213
Employee Safety Training Courses	74	749	64	505
Employees Trained	973	8,598	678	4,778
Employee Safety Training Hours	18,358	169,084	13,622	103,797
Customer and Community:	August	Year to Date	August	Year to Date
Broken Gates	14	83	6	50
MTA Police Details	53	892	62	329
Summons	119	1,147	320	1,473
Warnings	47	483	99	482
Arrests	0	5	0	0
Community Education and Outreach	9,340	74,565	533	22,274
	Completed		Total	% Complete
Cameras on Rolling Stock	M7		826	99
	C3 Cab		23	100
	C3 Trailer		109	98
	DE/DM		38	84
	E-15		4	27

Definitions:

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

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

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

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

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

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

Community Education and Outreach - The number of participants who 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

August 2020

Statistical results for the 12-Month period are shown below

Safety Report				
Performance Indicators		12-Month Average		
		Sep 17 - Aug 18	Sep 18 - Aug 19	Sep 19 - Aug 20
Subways				
Subway Customer Accidents per Million Customers ¹		2.98	2.99	3.21
Subway Collisions ²				
Total		3	1	2
Mainline		0	0	0
Yard		3	1	2
Subway Derailments ²				
Total		6	4	7
Mainline		2	0	4
Yard		4	4	3
Subway Fires ²		950	704	862
Buses				
Bus Collisions Per Million Miles		53.99	54.76	44.90
Bus Collision Injuries Per Million Miles		5.98	6.11	5.35
Bus Customer Accidents Per Million Customers ¹		1.26	1.45	1.54
Total NYCT and MTA Bus Lost Time Accidents per 100 Employees ¹		3.72	4.03	5.00

¹ 12-month Average data from August through July.

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

* = This metric relies on *estimated* ridership data and should not be directly compared with historic data. On March 23rd, rear-door boarding was implemented on all buses to protect operators from the spread of Covid-19. Since the implementation of this policy, we have been unable to collect traditional ridership data, which is linked to the farebox. Thus, current ridership estimates are based on a sample of observations from onboard passenger counting sensors, which are currently installed on 40% of the bus fleet.

Leading Indicators				
Subways	August	YTD	Goal	YTD as % of Goal
Roadway Worker Protection				
Joint Track Safety Audits -- Actual Count	28	209	340	61.5%
Joint Track Safety Audits -- Compliance Rate	99.3%	99.2%	100.0%	99.2%
Mainline Collision/Derailment Prevention				
Continuous Welded Rail Initiative (# of Track Feet)	1,950	10,091	47,520	21.2%
Friction Pad Installation	911	10,757	55,650	19.3%
Buses	August	YTD	Goal	YTD as % of Goal
Collision Prevention				
Audible Pedestrian Turn Warning System**	0	25	40	62.5%
Vision Zero Employee Training	456	2,292	6,200	37.0%

** = No additional new buses are expected to be received for the remainder of 2020. As such, future months will likely show "0" for this metric until year's end.

August 2020 Safety Report

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

Performance Indicator				
Performance Indicator	12-Month Average			
	September 2017 - August 2018	September 2018 - August 2019	September 2019 - August 2020	
Customer Collisions Rate per Million Vehicles	6.68	6.43	4.96	
Customer Injury Collisions Rate per Million Vehicles	1.03	0.89	0.81	
Employee Accident Reports	251	221	172	
Employee Lost Time Injuries Rate per 200,000 Hours Worked	8.8	5.8	4.5	
Construction Injuries per 200,000 Hours Worked	1.11	1.83	2.78	
Leading Indicators				
Roadway Safety	2019		2020	
	August	Year End	August	Year to Date
Workforce Development (# of Participants)	30	429	110	179
Fleet Preventative Maintenance Insp.	80	1608	123	955
Safety Taskforce Inspections	0	13	0	0
Construction Safety	August	August	August	Year to Date
Construction Safety Inspections	180	2381	137	1158
Fire Safety	August	Year End	August	Year to Date
Fire Code Audits Completed	1	15	2	10
FDNY Liaison Visits	0	32	0	5

Definitions:

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

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

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

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

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

FDNY Liaison Visits are conducted on a regular basis (typically twice a year) whereby local fire companies visit and tour the facilities to become familiar with the structures and buildings and the fire equipment provided. This facilitates the development of

July 2020 Safety Report

Performance				
Performance Indicator	12-Month Average			
	August 2017 -July 2018	August 2018 -July 2019	August 2019 -July 2020	
FRA Reportable Customer Accident Rate per Million Customers	1.01	1.06	0.97	
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	2.69	2.14	2.02	
	2019		2020	
	July	Year to Date	July	Year to Date
Grade Crossing Incidents ¹	0	1	0	1
Mainline FRA Reportable Train Derailments	0	0	0	0
Mainline FRA Reportable Train Collisions	0	0	0	0

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

Leading Indicators				
Safety Training	2019		2020	
	July	Year to Date	July	Year to Date
First Responders Trained	175	1,433	0	815
Employee Safety Training Courses	143	286	110	271
Employees Trained	1,231	5,231	1,423	4,096
Employee Safety Training Hours	16,015	172,498	12,075	115,144
Customer and Community: Focus on Grade Crossings	2019		2020	
	July	Year to Date	July	Year to Date
Broken Gates	5	22	2	13
MTA Police Details	33	427	18	165
Summons	28	299	79	383
Warnings	9	63	31	118
Community Education and Outreach	3,985	71,295	460	32,463
Cars Equipped with Cameras	Fleet Size	Total Cars Equipped	% Complete	
Inward / Outward Facing Cab Cameras	956	956	100.00%	
Passenger Compartment Cameras	1,084	1,084	100.00%	

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.

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

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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.

July 2020 Safety Report

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Performance					
Performance Indicator	12-Month Average				
	August 2017 - July 2018	August 2018 - July 2019	August 2019 - July 2020		
FRA Reportable Customer Accident Rate per Million Customers	2.35	2.12	3.62		
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	3.14	3.24	3.29		
	2019		2020		
	July	Year to Date	July	Year to Date	
Grade Crossing Incidents ¹	1	7*	0	2	
Mainline FRA Reportable Train Derailments	0	0	0	1	
Mainline FRA Reportable Train Collisions	0	1**	0	0	

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* 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

Leading Indicators				
Focus on Safety Training	2019		2020	
	July	Year to Date	July	Year to Date
First Responders Trained	85	1,007	0	174
Employee Safety Training Courses	103	675	76	441
Employees Trained	914	7,625	571	4,100
Employee Safety Training Hours	18,546	150,726	14,939	90,175
Customer and Community:	July	Year to Date	July	Year to Date
Broken Gates	13	69	1	47
MTA Police Details	66	839	54	267
Summons	70	1,028	217	1,153
Warnings	53	436	88	383
Arrests	0	5	0	0
Community Education and Outreach	7,253	65,225	2	21,741
	Completed		Total	% Complete
Cameras on Rolling Stock	M7		826	99
	C3 Cab		23	100
	C3 Trailer		108	97
	DE/DM		38	84

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

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Monthly Operations Report

July 2020

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Safety Report			
Performance Indicators	12-Month Average		
	Aug 17 - Jul 18	Aug 18 - Jul 19	Aug 19 - Jul 20
Subways			
Subway Customer Accidents per Million Customers ¹	2.96	3.00	3.08
Subway Collisions ²			
Total	3	0	3
Mainline	0	0	0
Yard	3	0	3
Subway Derailments ²			
Total	4	5	8
Mainline	2	0	4
Yard	2	5	4
Subway Fires ²	952	720	847
Buses			
Bus Collisions Per Million Miles Regional	54.00	54.68	45.59
Bus Collision Injuries Per Million Miles Regional	6.40	5.94	5.41
Bus Customer Accidents Per Million Customers ¹ Regional*	1.27	1.42	1.55
Total NYCT and MTA Bus Lost Time Accidents per 100 Employees ¹	3.67	3.98	4.91

¹ 12-month Average data from July through June.

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

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Leading Indicators				
Subways	July	YTD	Goal	YTD as % of Goal
Roadway Worker Protection				
Joint Track Safety Audits -- Actual Count	36	181	340	53.2%
Joint Track Safety Audits -- Compliance Rate	99.5%	99.2%	100.0%	99.2%
Mainline Collision/Derailment Prevention				
Continuous Welded Rail Initiative (# of Track Feet)	1,560	8,141	47,520	17.1%
Friction Pad Installation	1,200	9,846	55,650	17.7%
Buses	July	YTD	Goal	YTD as % of Goal
Collision Prevention				
Audible Pedestrian Turn Warning System**	0	25	40	62.5%
Vision Zero Employee Training	429	1,836	6,200	29.6%

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Performance Indicator			
Performance Indicator	12-Month Average		
	August 2017 - July 2018	August 2018 - July 2019	August 2019 - July 2020
Customer Collisions Rate per Million Vehicles	6.70	6.60	5.09
Customer Injury Collisions Rate per Million Vehicles	1.07	0.90	0.80
Employee Accident Reports	229	251	174
Employee Lost Time Injuries Rate per 200,000 Hours Worked	8.1	6.3	4.7
Construction Injuries per 200,000 Hours Worked	1.37	1.54	2.44

Leading Indicators				
Roadway Safety	2019		2020	
	July	Year End	July	Year to Date
Workforce Development (# of Participants)	58	429	44	69
Fleet Preventative Maintenance Insp.	171	1608	160	832
Safety Taskforce Inspections	0	13	0	0
Construction Safety	July	Year End	July	Year to Date
Construction Safety Inspections	161	2381	131	1021
Fire Safety	July	Year End	July	Year to Date
Fire Code Audits Completed	1	15	3	8
FDNY Liaison Visits	0	32	0	5

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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June 2020 Safety Report

Performance				
Performance Indicator	12-Month Average			
	July 2017 -June 2018	July 2018 -June 2019	July 2019 -June 2020	
FRA Reportable Customer Accident Rate per Million Customers	0.99	1.01	0.98	
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	2.83	2.14	1.99	
	2019		2020	
	June	Year to Date	June	Year to Date
Grade Crossing Incidents ¹	0	1	0	1
Mainline FRA Reportable Train Derailments	0	0	0	0
Mainline FRA Reportable Train Collisions	0	0	0	0

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Leading Indicators				
Safety Training	2019		2020	
	June	Year to Date	June	Year to Date
First Responders Trained	264	1,258	0	815
Employee Safety Training Courses	120	269	104	255
Employees Trained	1,234	4,624	854	3,438
Employee Safety Training Hours	21,852	144,877	15,828	102,381
Customer and Community: Focus on Grade Crossings	2019		2020	
	June	Year to Date	June	Year to Date
Broken Gates	4	17	3	11
MTA Police Details	44	394	11	147
Summons	25	271	34	304
Warnings	3	54	12	87
Community Education and Outreach	19,875	67,310	10,045	32,003
Cars Equipped with Cameras	Fleet Size	Total Cars Equipped	% Complete	
Inward / Outward Facing Cab Cameras	956	956	100.00%	
Passenger Compartment Cameras	1,084	1,084	100.00%	

Definitions:

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Cars Equipped with Cameras - Number of complete inward/outward and passenger compartment camera installations on rolling stock.

June 2020 Safety Report

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

Performance					
Performance Indicator	12-Month Average				
	July 2017-June 2018	July 2018-June 2019	July 2019-June 2020		
	FRA Reportable Customer Accident Rate per Million Customers	2.45	2.08	3.6	
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	3.31	3.16	3.28		
		2019		2020	
		June	Year to Date	June	Year to Date
Grade Crossing Incidents ¹	1	6*	0	2	
Mainline FRA Reportable Train Derailments	0	0	0	1	
Mainline FRA Reportable Train Collisions	0	1**	0	0	

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Leading Indicators				
Focus on Safety Training	2019		2020	
	June	Year to Date	June	Year to Date
First Responders Trained	202	922	0	174
Employee Safety Training Courses	92	572	84	365
Employees Trained	1,066	6,711	485	3,529
Employee Safety Training Hours	17,935	132,180	16,929	75,236
Customer and Community: Focus on Grade Crossings	June	Year to Date	June	Year to Date
Broken Gates	13	56	7	46
MTA Police Details	118	773	37	213
Summons	122	958	161	936
Warnings	91	383	54	295
Arrests	1	5	0	0
Community Education and Outreach	14,539	57,972	275	21,739
		Completed	Total	% Complete
Cameras on Rolling Stock	M7		822	98
	C3 Cab		23	100
	C3 Trailer		105	95
	DE/DM		38	84

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

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

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

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

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

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

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

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

June 2020

Statistical results for the 12-Month period are shown below

Safety Report			
Performance Indicators	12-Month Average		
	Jul 17 - Jun 18	Jul 18 - Jun 19	Jul 19 - Jun 20
Subways			
Subway Customer Accidents per Million Customers ¹	2.97	2.96	3.00
Subway Collisions ²			
Total	3	0	3
Mainline	0	0	0
Yard	3	0	3
Subway Derailments ²			
Total	5	5	6
Mainline	3	0	3
Yard	2	5	3
Subway Fires ²	963	730	823
Buses			
Bus Collisions Per Million Miles Regional	54.13	54.77	46.62
Bus Collision Injuries Per Million Miles Regional	6.27	5.97	5.58
Bus Customer Accidents Per Million Customers ¹ Regional*	1.25	1.44	1.52
Total NYCT and MTA Bus Lost Time Accidents per 100 Employees ¹	3.66	3.98	4.70

¹ 12-month Average data from June through May.

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

* = This metric relies on *estimated* ridership data and should not be directly compared with historic data. On March 23rd, rear-door boarding was implemented on all buses to protect operators from the spread of Covid-19. Since the implementation of this policy, we have been unable to collect traditional ridership data, which is linked to the farebox. Thus, current ridership estimates are based on a sample of observations from onboard passenger counting sensors, which are currently installed on 40% of the bus fleet.

Leading Indicators				
Subways	June	YTD	Goal	YTD as % of Goal
Roadway Worker Protection				
Joint Track Safety Audits -- Actual Count	13	145	340	42.6%
Joint Track Safety Audits -- Compliance Rate	100.0%	99.2%	100.0%	99.2%
Mainline Collision/Derailment Prevention				
Continuous Welded Rail Initiative (# of Track Feet)	195	6,581	47,520	13.8%
Friction Pad Installation	620	8,646	55,650	15.5%
Buses	June	YTD	Goal	YTD as % of Goal
Collision Prevention				
Audible Pedestrian Turn Warning System	2	25	40	62.5%
Vision Zero Employee Training	0	1,407	6,200	22.7%

June 2020 Safety Report

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

Performance Indicator			
Performance Indicator	12-Month Average		
	July 2017 - June 2018	July 2018 - June 2019	July 2019 - June 2020
Customer Collisions Rate per Million Vehicles	6.80	6.64	5.32
Customer Injury Collisions Rate per Million Vehicles	1.05	0.93	0.83
Employee Accident Reports	220	256	169
Employee Lost Time Injuries Rate per 200,000 Hours Worked	7.7	6.7	4.3
Construction Injuries per 200,000 Hours Worked	1.39	1.40	2.67

Leading Indicators				
Roadway Safety	2019		2020	
	June	Year End	June	Year to Date
Workforce Development (# of Participants)	0	429	0	25
Fleet Preventative Maintenance Insp.	144	1608	97	672
Safety Taskforce Inspections	3	13	0	0
Construction Safety	June	Year End	June	Year to Date
Construction Safety Inspections	223	2381	178	890
Fire Safety	June	Year End	June	Year to Date
Fire Code Audits Completed	2	15	4	5
FDNY Liaison Visits	1	32	1	5

Definitions:

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

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

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

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

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

FDNY Liaison Visits are conducted on a regular basis (typically twice a year) whereby local fire companies visit and tour the facilities to become familiar with the structures and buildings and the fire equipment provided. This facilitates the development of

MTAHQ Homeless Program Office – MNR, LIRR & NYCT – October 2020

INTRODUCTION

Metropolitan Transportation Authority's (MTA's) goal is to maintain a safe and secure transportation environment for MTA customers and employees. The MTA is committed to its customers and communities it services. Recognizing the importance of helping transition homeless from the inadequate shelter of the MTA transportation system to appropriate shelters that provide security and social services, the MTA continues its drive to provide improved homeless outreach.

The New York City Department of Homeless Services (DHS) conducted its annual Homeless Outreach Population Estimate (HOPE) Survey on January 28th. This year, New York City (NYC) estimates the number of homeless individuals sheltering in the transit system decreased by 23%. MTA's increased coordination with DHS enabled better outcomes; including the enduring transition of over 500 unique homeless individuals from the subway system into shelters. This large, long term placement of homeless individuals is precedent setting for NYC.

BACKGROUND

- MTA currently has four homeless outreach services contracts or Memorandum of Understanding (MOU) representing a total \$5,400,000:
 1. MTA HQ contract the Bowery Residents Committee (BRC) for outreach primarily in Penn and GCT and outlying stations in NYC
 2. MTA HQ MOU with the Department of Homeless Services (DHS) for outreach services within the NYCT subway system. DHS contracts with the BRC as part of this program.
 3. MNR contract for outreach services with Northern Counties
 4. LIRR contract with "Services for the Underserved" (SUS) for outreach services with Nassau and Suffolk counties.
- Going forward all the contracts/MOU referenced above will now be consolidated with MTAHQ. In response to the challenges of the COVID-19 pandemic, MTA increased support for transportation services to \$1,860,000 and secured a contract for Temporary Staffing (\$1,406,432) to support the Homeless Program Office oversight and reporting on the various coordinated field activities and services for subway and commuter rail. In September MTA transitioned transportation responsibilities to DHS.

CURRENT INITIATIVES

- End-of-Line Outreach: In May the MTA began shutting down the subway system daily between the hours of 1 a.m. and 5 a.m. to facilitate cleaning and disinfecting of subway cars and stations to mitigate the risk of employees and customers contracting COVID-19. To protect the NYCT infrastructure and reduce the risk of individuals being injured in the system, the MTA Police Department (MTAPD), New York City Police Department Transit Bureau (NYPD-TB), NYCT Security Agents and the DHS partnered to ensure all customers departed the subway system and were provide outreach services as needed.
- Baseline Metrics: MTAHQ established a process to determine the average number of homeless found trains across the subway network. We currently conduct bi-weekly (every two-weeks) counts

of individuals sheltering in the 24 EOL stations and trains that arrive at these stations. This baseline average facilitates the development of appropriate strategies to deploy the limited resources available to connect homeless individuals with the resources they need and deserve as well as work to maintain the quality of the customer experience while using the MTA transportation system.

- Analyst Program: The MTA established a team of field analysts to provide support to the [Homeless Program Office, HPO]. These analysts observe, provide guidance, and support homeless outreach efforts on MTA property. They document and report back on their findings, recommend improvements, and identify areas of weakness (e.g. staffing or process issues, problematic response times, etc.).

SAFETY COMMITTEE MEETING

Homeless Program Support

October, 2020



Semi-Annual MTA Homeless Outreach Update

- 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

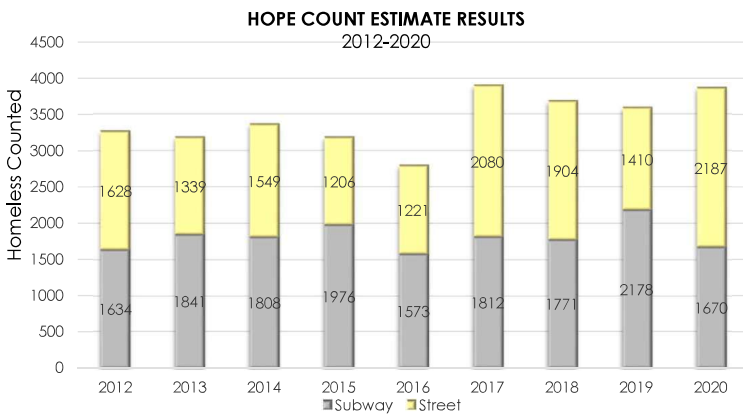
Service Area (MTA Authority)	Social Work Service Contract Authority	Social Service Provider (Unique Contracts)	Police Authority	Shelter Provider(s)
NYCT Subway System	NYC DHS	BRC (contract 1)	NYPD- Transit Bureau	NYC DHS
Penn, GCT & NYC Outlying Railroad Stations	MTA HQ	BRC (contract 2)	MTA PD	NYC DHS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

*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

City-Wide Hope Count



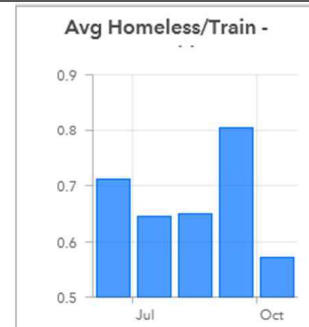
**1670 (43% City-wide Count)
23% decrease over 2019**

HOPE Count data provided by NYC Dept. Homeless Services



Avg Homeless Per Train Per Hour

End-of-Line Subways



**September 2020 Estimate: Average of
478 Homeless Individuals on trains**

The MTA All-Agency Family Assistance Operations Program

Mass fatality incidents, although rare, pose unique challenges to local and state disaster management and response agencies. Family assistance is defined as the provision of services and information to the family members of those killed and to those injured or otherwise impacted by the incident. Although the specific needs of those impacted by a mass fatality incident will vary widely, family assistance presumes that the provision of information and access to services is essential.

Other members of the U.S. transportation industry, such as Amtrak and the air carriers, are mandated by U.S. law to establish and implement a Family Assistance Operations Plan. The federal National Transportation Safety Board (NTSB) oversees their investigations of mass fatality incidents and reviews the effectiveness of their Family Assistance Plans. Although the MTA is not mandated by legislation, the MTA recognized that it was prudent to develop a Family Assistance operations plan and program to enable rapid and effective response employees and customers. The MTA Family Assistance Operations Plan, established in 2020, provides guidance to the MTA in coordinating, establishing, activating, operating, and demobilizing a Family Assistance Center.

The Family Assistance program establishes the framework to provide the command and control, logistics, communications, and emotional support of the families of employees and customers that may be affected by an accident or incident. The MTA All-Agency Family Assistance Operations plan describes the purpose and functioning of the family assistance operations and includes descriptions of the roles and responsibilities of Family Assistance Center (FAC) team members as recommended by the NTSB. Members of each of the FAC teams are trained annually on their roles and responsibilities that occurring during the various stages of activation of the Family Assistance Operation.

The agency affected by the crisis is designated as the “Focus Agency”. The other agencies provide individuals and other necessary support to facilitate the needs of the Family Assistance Operation thus reducing the burden on the Focus Agency. Further, MTA headquarters will coordinate for support from outside agencies such as the American Red Cross. When activated, FACs will operate for a period of one to three weeks, the duration of which is tied to the victim recovery and identification process and other investigative activities.

In the aftermath of a mass fatality incident, managing the flow of information and support to victims and families is a critical responsibility of responding officials and their agencies. The quality of the overall response to mass fatality incidents will, in large part, be judged by the way victims and their families are managed and treated. In short, a Family Assistance Center program serves to relieve some of the stress caused by a catastrophic incident on the affected agency by providing affected employees, customers and their families aid and support.