

January–December
Safety Report

2014



Think **safety**...we do

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“Safety Mission Statement

At MTACC our goal is simple—to send every employee home safely to their family at the end of every day. To achieve that, we work tirelessly with contractors, subcontractors and all program stakeholders to ensure that everyone who is working on an MTACC project is provided with the tools and knowledge necessary for a safe work environment. In every work area and every office, our commitment to safety is what drives the organization and project teams.”

Introduction

“2014 is over and I am pleased to report that the safety record on MTACC (Metropolitan Transportation Authority Capital Construction) projects continues to improve and in fact, rivals that of other construction projects in the country. Given the size and scope of this agency, that alone is something that we should all be proud of.

The MTACC mission is to expand the city’s already impressive transportation network into a best-in-class system rivaling that of any other worldwide.

To accomplish this, our job is to build big, and we are doing just that as we build the #7 Line Extension to the west side of Manhattan, Phase 1 of Second Avenue Subway, East Side Access, and Fulton Center, which was open to the public November of 2014.

All of these jobs represent unique technical and logistical challenges. In fact, they are perhaps some of the most complex construction projects being built nationwide.

Work that is this intricate requires the best manpower and the greater New York City area happens to be home to some of the most talented, highly-skilled trade members and professionals in the industry.

It also happens to be home to over eight million people. That of course adds to the challenges of building in New York City. The public, active train/subway lines and busy roadways all mean that safety must be a top priority on any MTACC project.



I will continue to push the message at the core of our safety program—**all accidents are preventable**. To that end, our team of safety professionals will continue to work with all of our contractors to identify, evaluate, and mitigate potential hazards; analyze and determine the root cause of incidents; and develop comprehensive plans for working safely.

The following report includes highlights from our safety program, a breakdown of statistics from the past year along with a detailed analysis of injuries. We believe that by understanding why incidents happen, we can best work to ensure that they are not repeated.

At MTACC we want to continue to expand the City’s transit system in a safe manner with the utmost regard for the well-being of every person working here and the general public.

Dr. Michael Horodniceanu
President
MTA Capital Construction



MTACC Health and Safety Policy

Our goal—ZERO!

Very simply put, MTACC endeavors to achieve a workplace with zero accidents or incidents by creating a culture where no one accepts unsafe work conditions.

- Total Safety Management—we believe that maintaining a safe work environment is the responsibility of everyone working on every Capital Construction project. No matter what your job may be, you are always a safety representative.
- To that end, every person here is expected, and **empowered**, to stop any unsafe work conditions that they may observe without fear of reprisals.
- All employees and contractors are expected to act in full accordance with all federal, OSHA, and project specific safety regulations or face disciplinary action.
- Employees are expected to be aware of not only their own actions, but the actions of those around them and, when appropriate, those of the general public.

With everyone promoting and keeping the above points in mind, we are well on our way to achieving our goal of ZERO incidents on all MTACC projects.



Going home safely to your family at the end of every day is a right, not a privilege.

MTACC Safety Results

LTA performance for all pro from January–December of 2014



Fulton Center, Second Avenue Subway and #7 Line Extension are below the National Bureau of Labor Statistics (BLS) standard, which is 1.7.

East Side Access is above the BLS standard.

LT Rate = (No. of LT injuries x 200,000) / number of hours worked.

REC Rate = ((No. of LT injuries + no. of REC injuries) x 200,000) / number of hours worked.

	Fulton Center	Second Avenue Subway	#7 Line Extension	East Side Access
2014				
Active Contracts	5	8	3	14
Hours Worked	279,488	2,436,401	788,953	1,785,317
LTA	2	17	3	16
LTA Rate	1.43	1.40	0.76	1.79
2013				
Active Contracts	5	8	3	14
Hours Worked	578,244	2,526,103	1,054,398	1,907,464
LTA	7	20	7	7
LTA Rate	2.42	1.58	1.33	0.73

Second Avenue Subway



Hazard and Injury Analysis

January–December 2014

The 2014 profiles of lost-time (LT) and recordable injury rates indicates that the LT rates have trended up and recordable rates have trended down.

- The total number of man-hours reported for the period January–December 2014 is 2,436,401.
- The 12 month rolling cumulative LT injury rate for 2014 is 1.40. The LT rate is slightly higher from 1.16 in January. There were seventeen lost-time incidents for the year. However, the LT rate

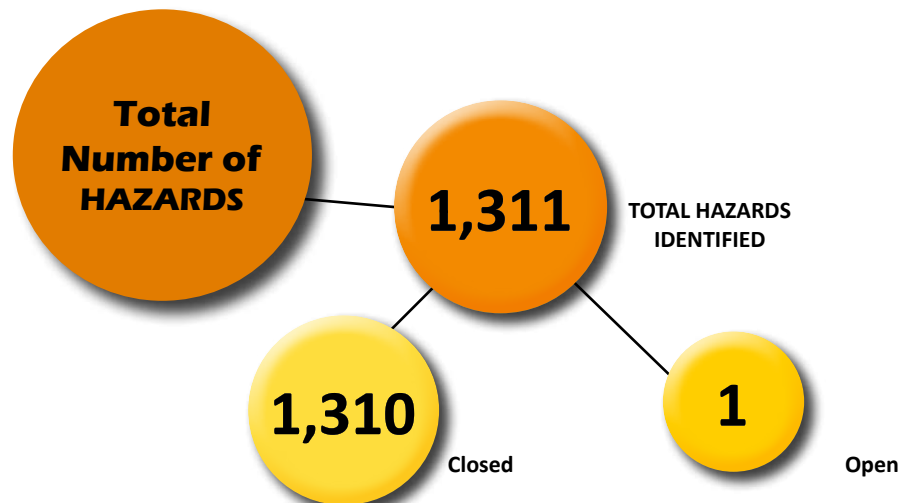
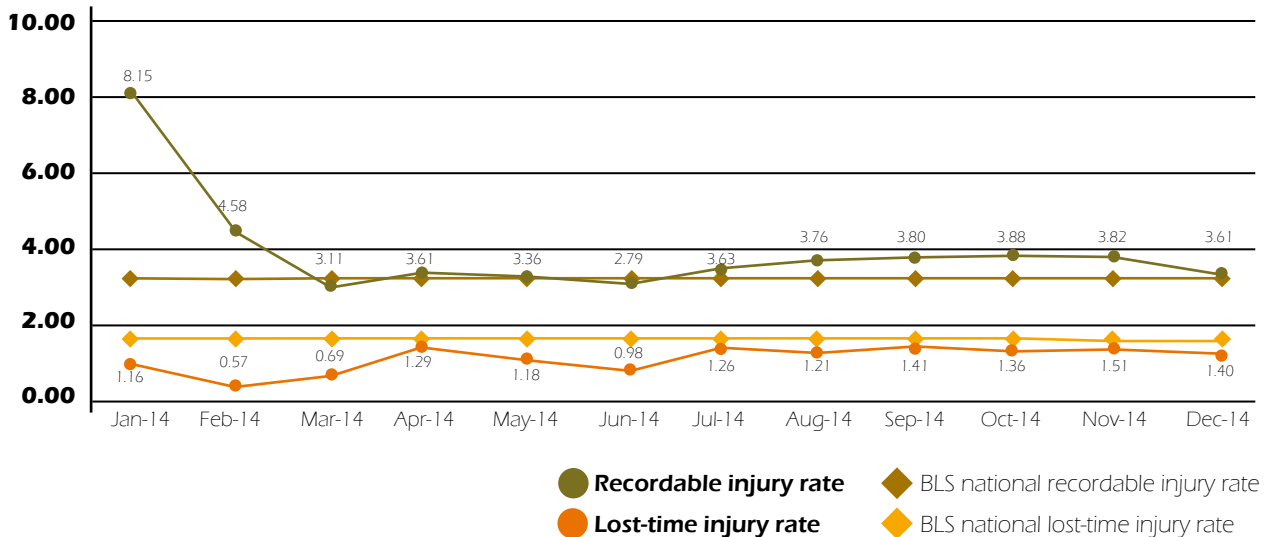
from start of the project is 1.79, which is above the BLS rate of 1.7.

- There were 27 recordable incidents reported for the year 2014. The 12 months rolling cumulative REC injury rate is at 3.61, whereas the REC rate from start of the project is 4.99, which is above the BLS rate of 3.2.
- There were 131 first-aid incidents for the year 2014.

2014 Profiles of Lost-Time and Recordable Injury Rates (12 Month Rolling Cumulative)

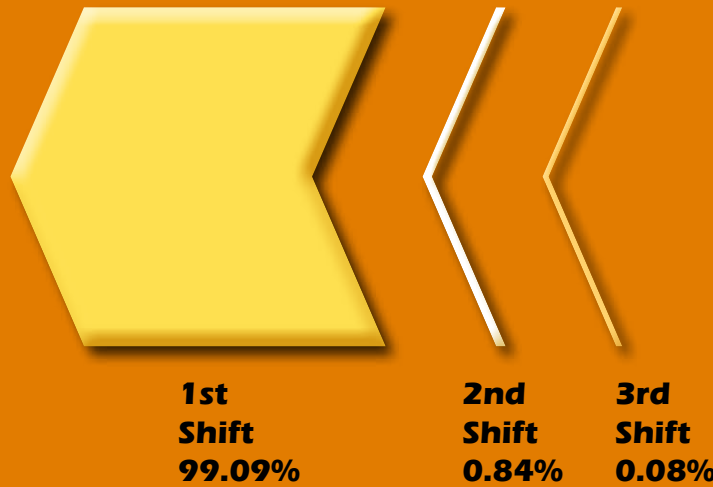
LT Rate = (No. of LT injuries x 200,000) / number of hours worked.

REC Rate = ((No. of LT injuries + no. of REC injuries) x 200,000) / number of hours worked.



SECOND AVENUE SUBWAY

Hazard and Injury Analysis



Hazard Percentage by SHIFT

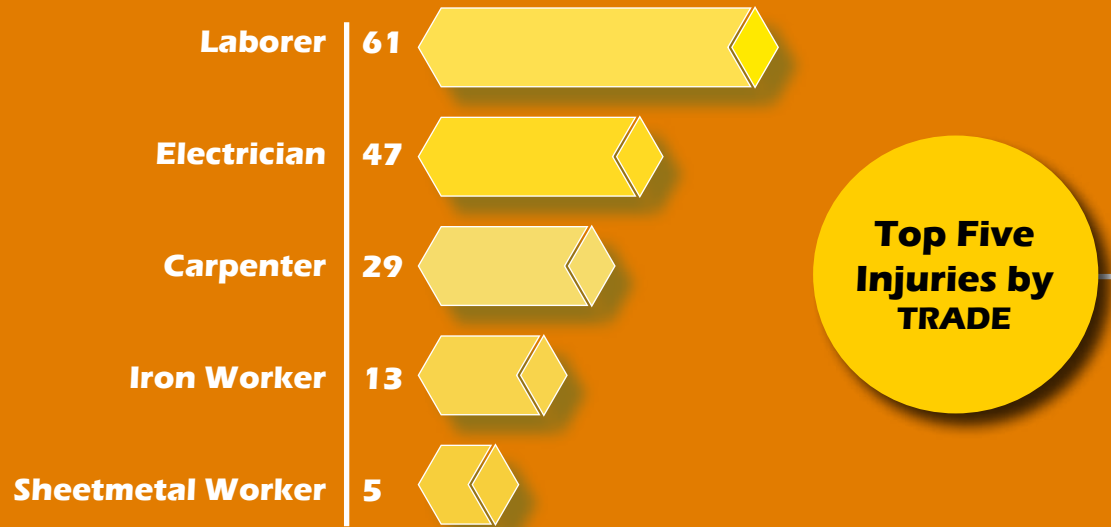


Top 10 lagging indicators

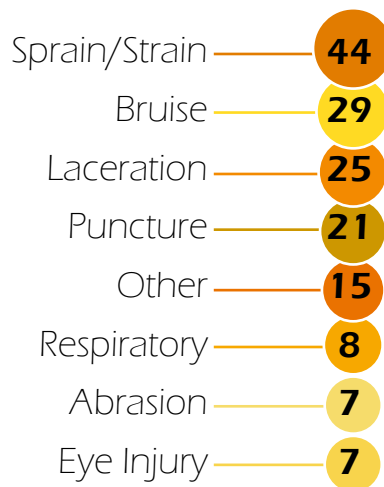
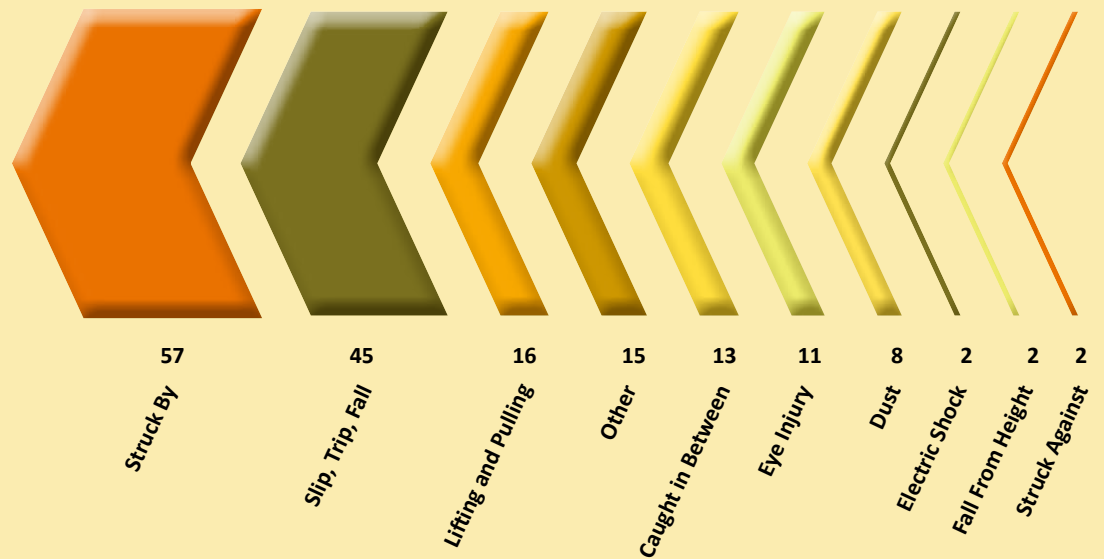
Time Taken to Resolve HAZARD

	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER
Same day	9	27	51	41	40	32	24	64	47	81	68	49
One-three days	21	17	14	45	36	41	48	56	70	72	44	66
Four-six days	3	4	4	19	18	12	14	13	10	16	8	10
More than six days	8	5	5	21	17	10	8	8	11	11	5	7

Hazard and Injury Analysis



INJURIES BY HAZARD CATEGORY



*Figures represent top eight injury types.

Fulton Center

Fulton Center was opened to the public in November 2014, as such, the numbers presented represent data compiled from January to October of 2014.



Hazard and Injury Analysis

January–October 2014

The 2014 profiles of lost-time (LT) and recordable injury rates indicates that the LT rate has trended up and the recordable rate has also slightly trended up from January 2014.

- The 12 month rolling cumulative LT injury rate for 2014 is 1.11. The LT rate is higher from a rate of 0.00 in January. From November 2013 through April 2014, the project was accident-free. There were only two lost-time incidents for the year. However, the LT rate from start of the project is 1.15, which is below the BLS rate of 1.7.

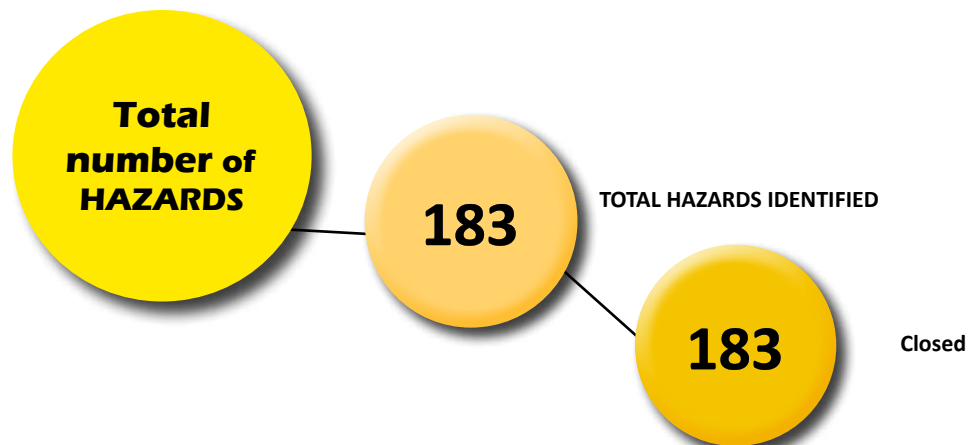
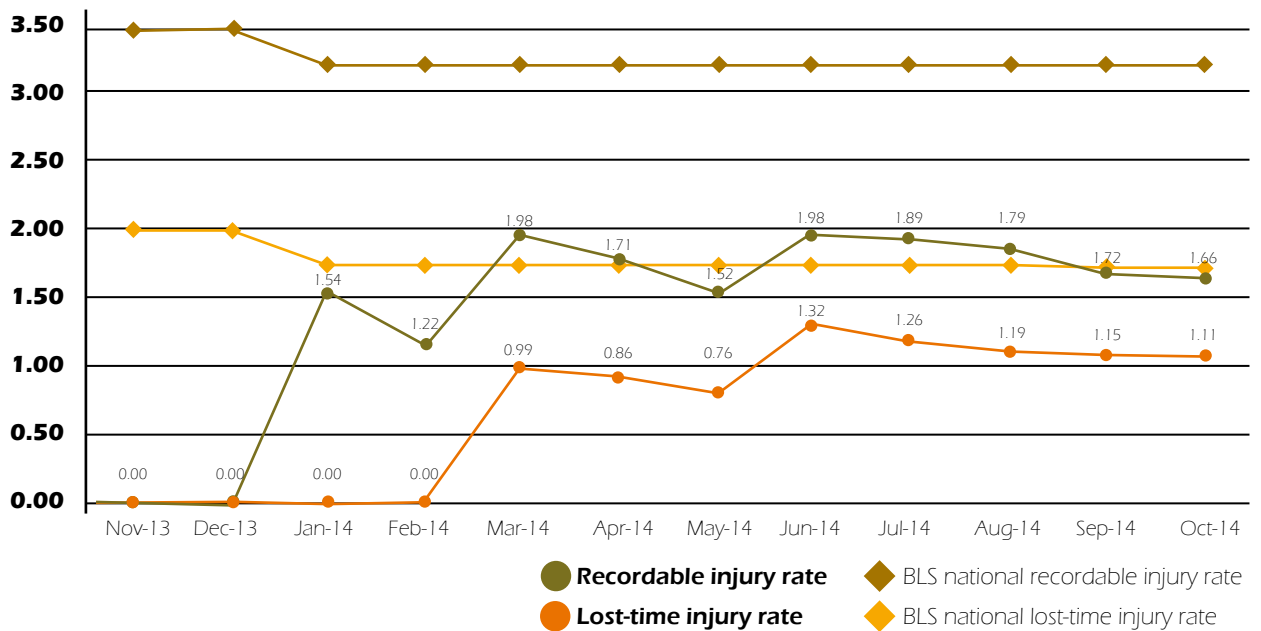
- One recordable incident was reported for the year 2014. The 12 month rolling cumulative REC injury rate is at 1.66, whereas the REC rate from start of the project is 2.59, which is below the BLS rate of 3.2.
- There was one first-aid incident for the year 2014 (10-months).
- **This project closed in October 2014.**

TOTAL MANHOURS WORKED FROM JANUARY–OCTOBER 2014 IS 279,488

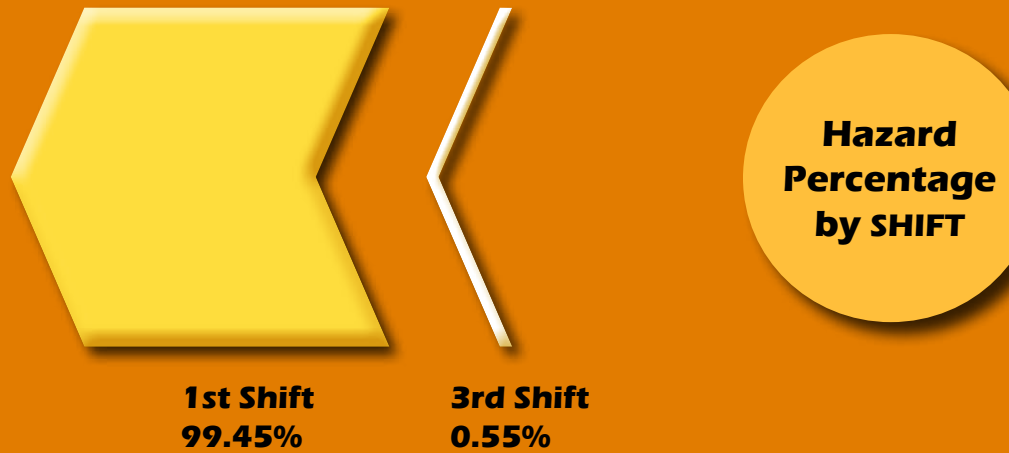
2014 Profiles of Lost-Time and Recordable Injury Rates (12 Month Rolling Cumulative)

LT Rate = (No. of LT injuries x 200,000) / number of hours worked.

REC Rate = ((No. of LT injuries + no. of REC injuries) x 200,000) / number of hours worked.



Hazard and Injury Analysis



Time Taken to Resolve HAZARD

Time Taken	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER
Same day	8	4	8	12	11	7	11	2	3	6
One-three days	8	2	3	18	22	4	5	0	1	3
Four-six days	1	0	1	7	1	18	1	0	1	2
More than six days	2	0	3	0	6	1	0	0	1	0



#7 Line Extension



Hazard and Injury Analysis

January–December 2014

The 2014 profiles of lost-time (LT) and recordable injury rates indicates that the LT rate has trended up and the recordable rate has remained the same from January 2014.

- The 12 month rolling cumulative lost-time injury rate for 2014 is 0.76. From January through May 2014, the project was accident-free. There were only three lost-time incidents for the year. However, the lost-time rate from start of the project is 1.47, which is below the BLS rate of 1.7.

- Nine recordable incidents were reported for the year 2014. The 12 month rolling

cumulative REC injury rate is at 3.04, whereas the REC rate from start of the project is 3.65—above the BLS rate of 3.2.

- There were four first-aid incidents for the year 2014.

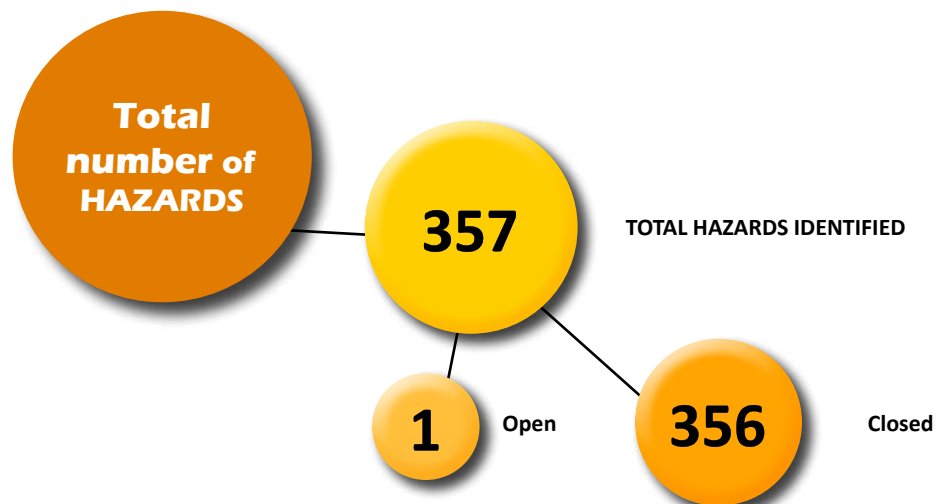
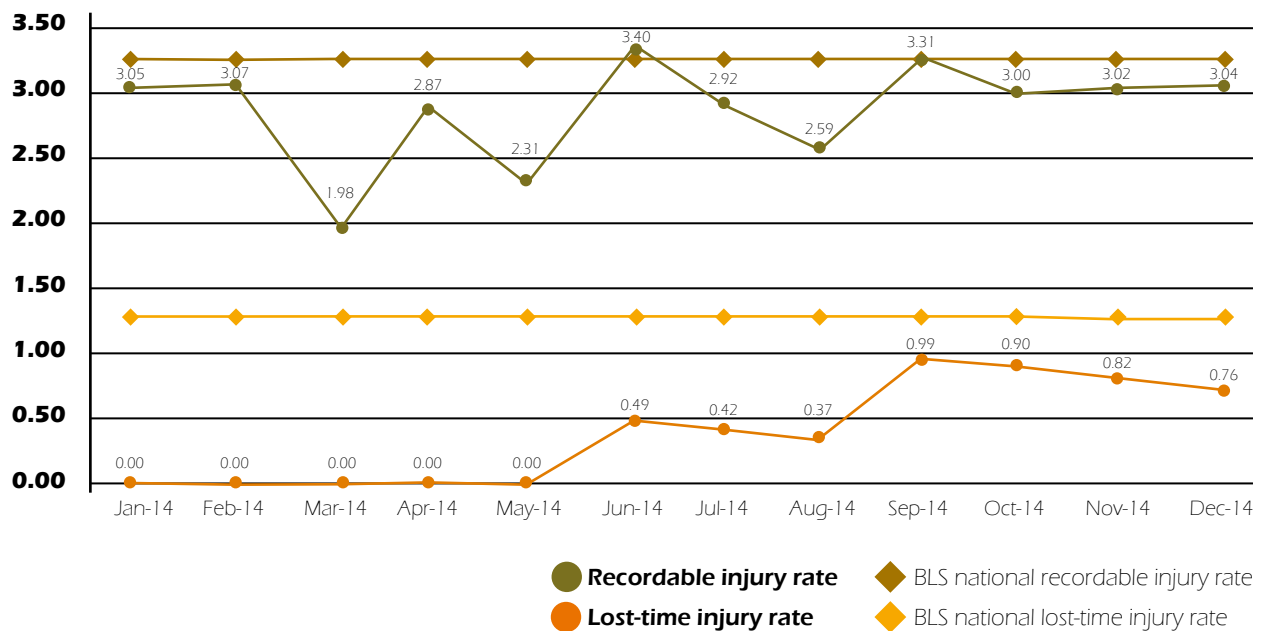
In 2013 the project had seven lost-time incidents compared to three in 2014.

TOTAL MANHOURS WORKED FROM JANUARY–DECEMBER 2014 was 788,953

2014 Profiles of Lost-Time and Recordable Injury Rates (12 Month Rolling Cumulative)

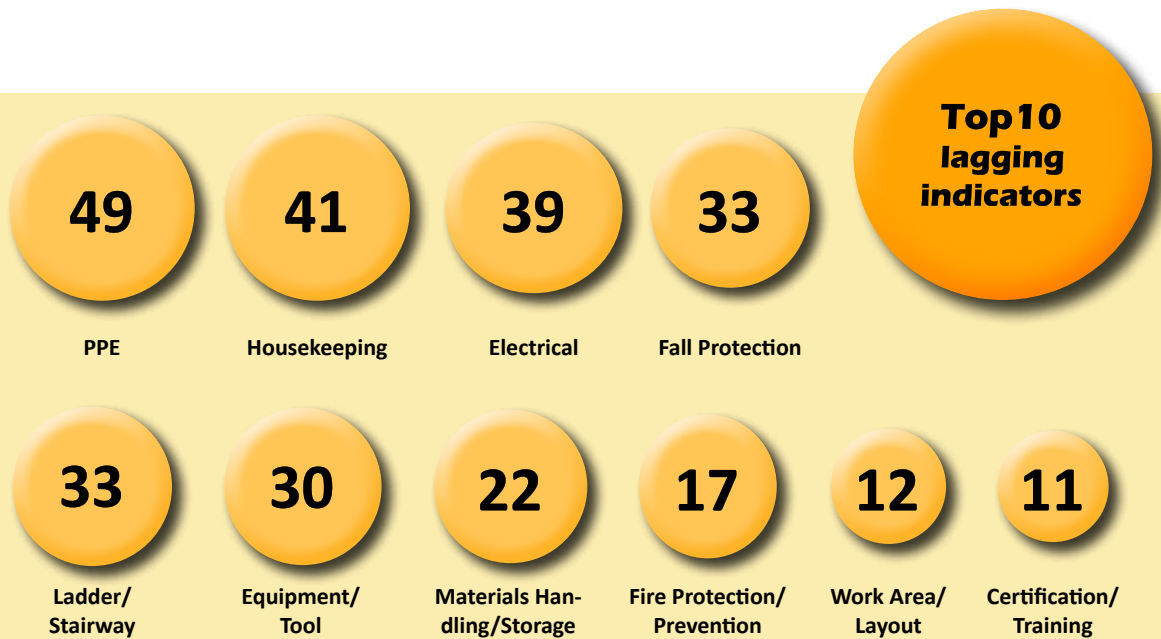
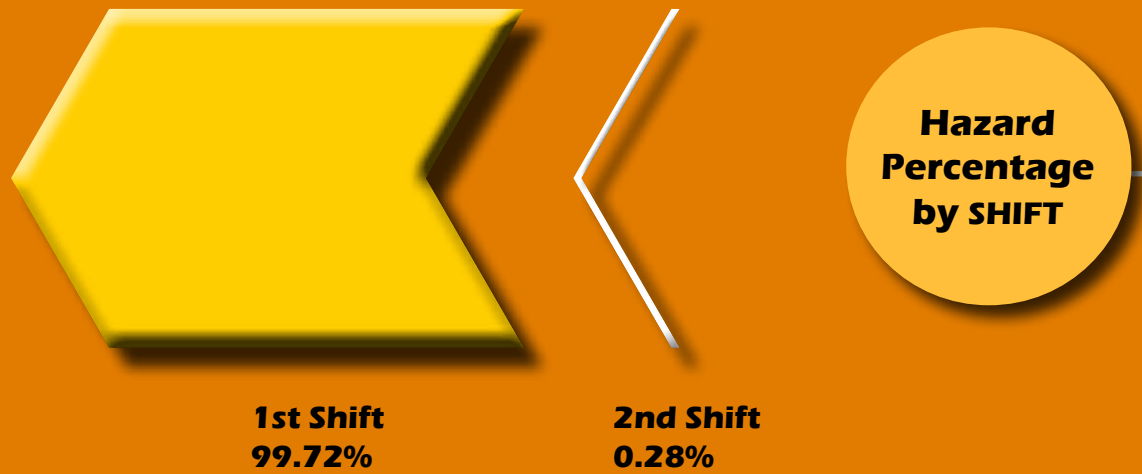
LT Rate = (No. of LT injuries x 200,000) / number of hours worked.

REC Rate = ((No. of LT injuries + no. of REC injuries) x 200,000) / number of hours worked.



#7 LINE EXTENSION

Hazard and Injury Analysis



Time Taken to Resolve HAZARD

	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER
Same day	15	17	5	19	9	15	7	16	36	23	41
One-three days	0	0	13	5	13	1	1	4	8	7	24
Four-six days	2	4	0	3	15	1	0	1	5	0	6
More than six days	3	2	0	15	2	2	0	15	1	0	0

#7 LINE EXTENSION



East Side Access



Hazard and Injury Analysis

January–December 2014

The 2014 profiles of lost-time (LT) and recordable injury rates indicates that the LT rate trended down slightly and the recordable rate trended up.

- The 12 month rolling cumulative LT injury rate for 2014 is 1.79. The LT rate is slightly lower from 1.97 in January. There were 16 lost-time incidents for the year. However, the LT rate from start of the project is 2.18, which is above the BLS rate of 1.7.
- 15 recordable incidents were reported for 2014. The 12 months rolling cumu-

lative REC injury rate is at 3.47, whereas the REC rate from start of the project is 4.66, which is above the BLS rate of 3.2.

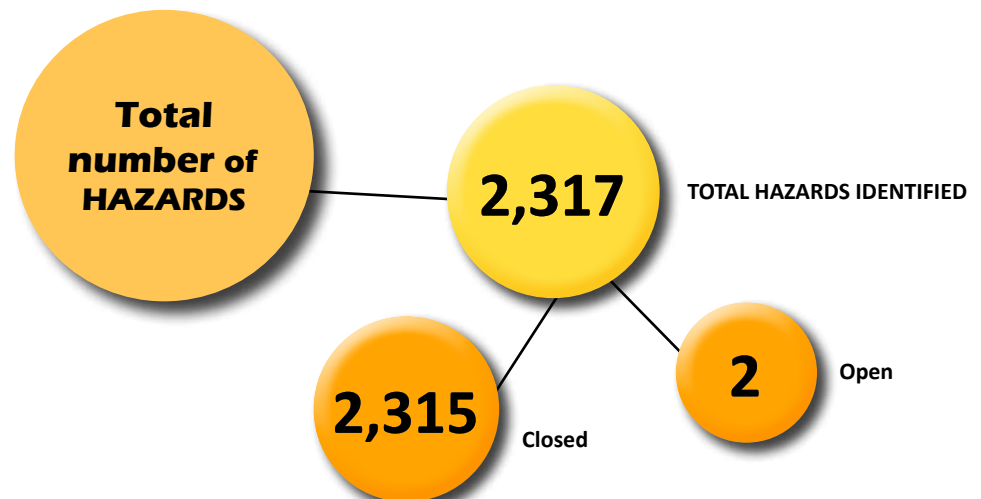
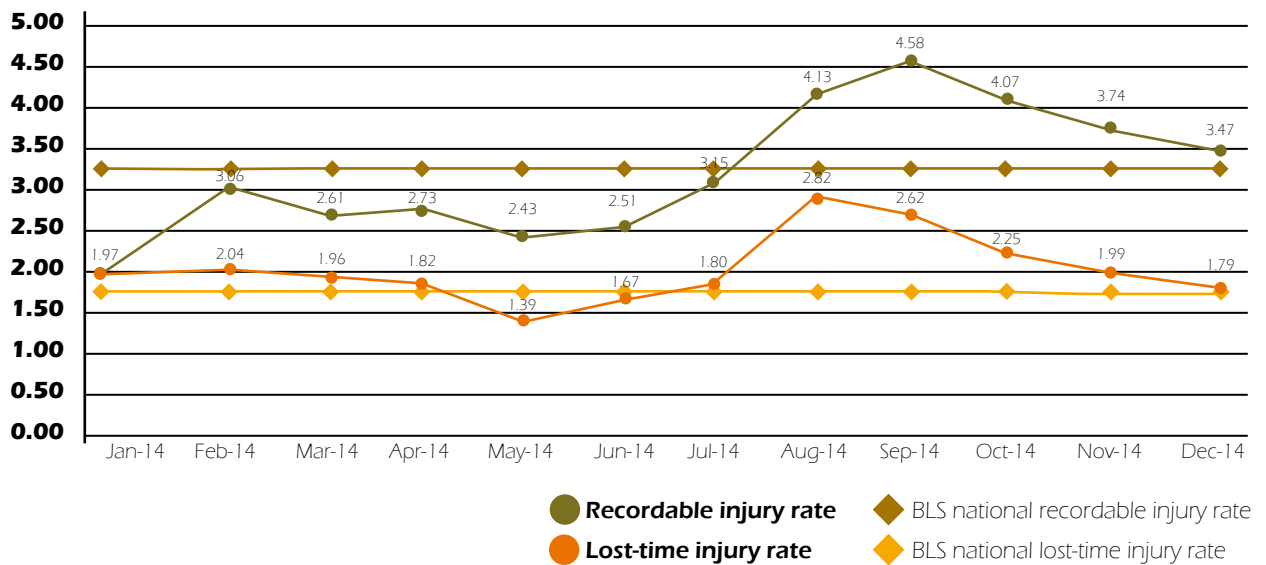
- There were 87 first-aid incidents for the period January - June 2014.

TOTAL MANHOURS WORKED FOR DURATION OF PROJECT 1,785,317

2014 Profiles of Lost-Time and Recordable Injury Rates (12 Month Rolling Cumulative)

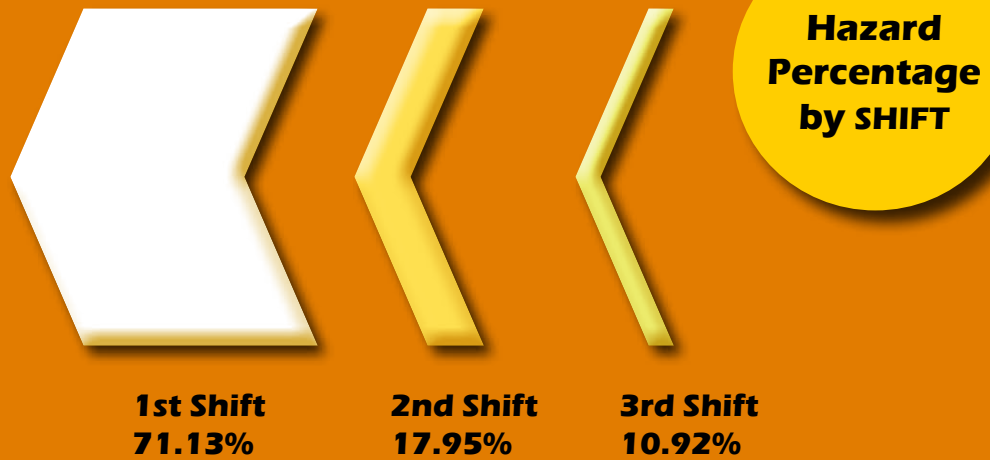
LT Rate = (No. of LT injuries x 200,000) / number of hours worked.

REC Rate = ((No. of LT injuries + no. of REC injuries) x 200,000) / number of hours worked.



EAST SIDE ACCESS

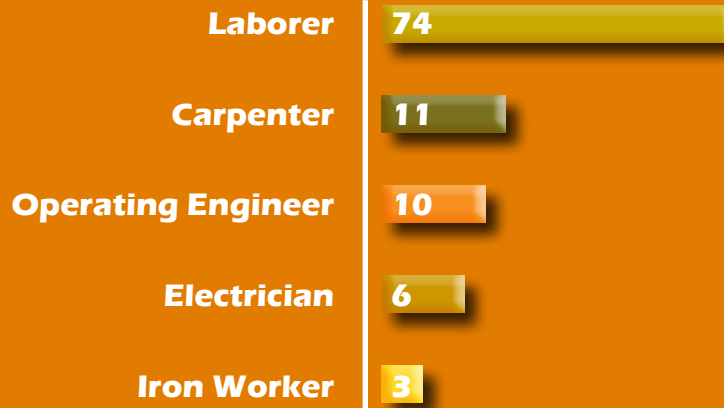
Hazard and Injury Analysis



Time Taken to Resolve HAZARD

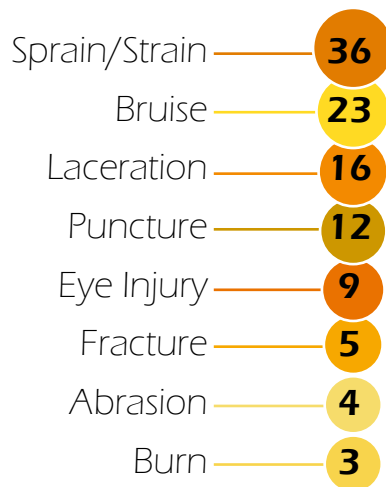
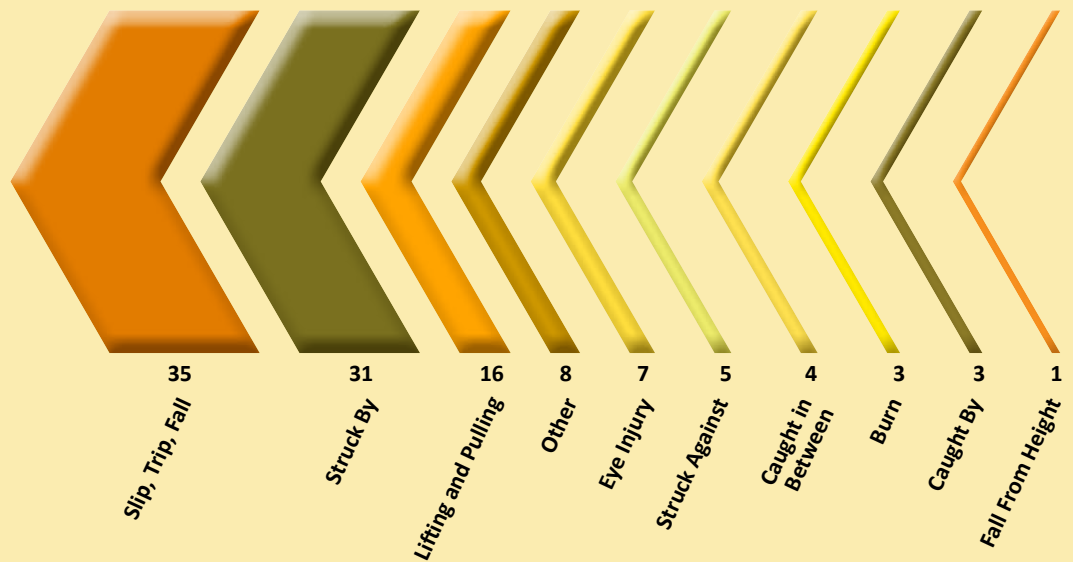
Time Taken	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER
Same day	31	44	53	103	222	164	146	142	143	152	123	278
One-three days	15	10	53	38	72	33	42	41	31	38	51	141
Four-six days	5	1	9	5	11	5	9	4	5	3	4	27
More than six days	9	4	5	3	1	4	1	3	2	4	11	14

Hazard and Injury Analysis



Top Five Injuries by TRADE

INJURIES BY hazard CATEGORY



Injury by TYPE

*Figures represent top eight injury types.

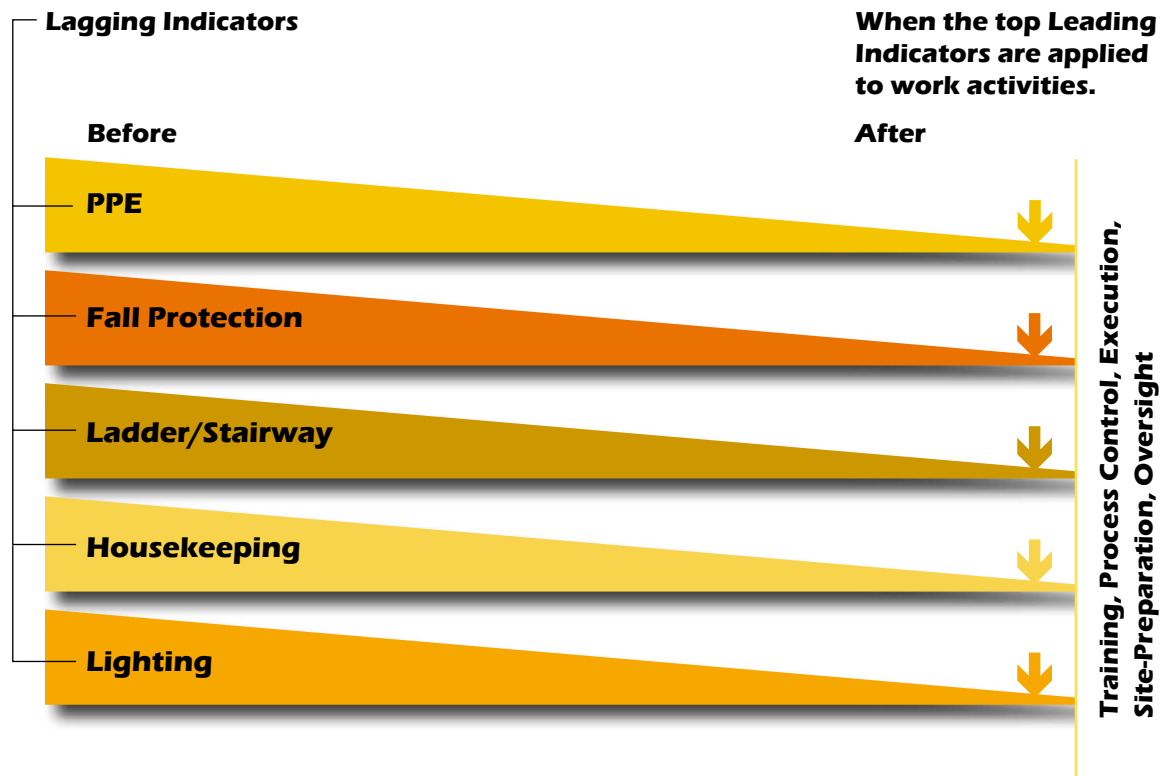
MTACC Safety Strategy



Lagging vs. Leading Indicators

The strategy for 2015 is to address leading indicators such as Training, Process Control, Site-Preparation, Execution, and Pre-task Planning in order to decrease the lagging indicators.

Doing so could potentially drive down the number of accidents on-site.



The Foundation of ZERO



“ We employ both a proactive and reactive approach to managing safety compliance that includes hazard analysis and comprehensive incident reporting. ”

How We Address Issues

The foundation of MTACC’s safety program begins with a thoughtful analysis of observed hazards and incident reports. After that data is thoroughly scrutinized, the management teams from each of our projects charts a course of action moving forward.

By working together and taking into account input from all stakeholders, we can then create work plans and toolbox talks to mitigate safety issues that have come to light.

The following pages are broken down into three areas: 1. We highlight safety requirements and concerns that all employees and contractors must be familiar with before entering any MTACC project. 2. Data related to hazards and injuries from the previous year is presented. 3. We conclude with a safety look ahead that outlines issues facing the teams in the coming months of construction.



The Foundation of ZERO

Creating a safe work environment begins with a solid foundation of guiding principles that we expect everyone to follow. These principles are designed to ensure the safety of every person on the project and promote a culture of **ZERO** accidents and **ZERO** tolerance for unsafe work conditions.

Going home safely to your family at the end of every day is a right, not a privilege.

All accidents are preventable with proper planning and awareness.

Attend to the safety of your coworkers as you would want them to do for you.

Report any incidents or near-misses.

Report any unsafe work conditions to a supervisor immediately and stop work if conditions pose a threat to you and others.

Before performing a task ask yourself:

Could something go wrong?

Would I let a family member do this?

Is this action safe or likely to cause injury?

Remember that NOTHING happening on this or any other project is worth your life.

“Statistical reporting on MTACC projects starts with near misses, first-aid events, recordables and lost-time incidents.”



General Safety and Security Requirements

When on MTA property, work areas and field offices:

- CM safety orientation is required of **any** person working on any MTACC job site
- No smoking
- **Drug and Alcohol Policy** must be followed (*If drug or alcohol use is observed it must be reported.)
- All staff must have security ID badge to enter any work area
- Sites shall be secured at all times
- Proper PPE must be worn at all times—as defined by tasks
- All employees must have OSHA 10-hour Safety Training
- All workers must be fit for duty—we do not permit people whose ability or alertness is impaired because of drugs, fatigue, illness, intoxication, or other conditions to work at any MTACC job sites

* The MTA reserves the right to refuse access to the work site or require immediate removal from the work site any individual violating our safety or security regulations.

Accident and Emergency Protocol

In the event of an accident/injury

- Notify immediate supervisor and appropriate safety personnel
- Injured parties **MUST** visit contract designated clinic for evaluation
- All accidents must be reported to direct supervisor

In the event of an emergency

- Call designated numbers for emergency response
- Contact direct supervisor immediately
- Document the incident along with appropriate photos if possible
- Do not leave the area until released by supervisor

MTACC Standard Safety Topics



Personal Protective Equipment

Mandatory **PPE** that must be worn at all times when on MTACC projects are hard hats, safety glasses, construction boots and reflective vests.

However, there are times when additional pieces of PPE may be required based on the task or the location where work is taking place. Examples of some of those are listed below. Be advised that if a job requires you to use a respirator, you must be properly fit tested for it.

- Gloves
- Hearing Protection (ear plugs, ear muffs or both)
- Full Face Shield
- Harness and Lanyard
- Face Mask
- Respirator
- “Muck” Boots
- Flame Retardant Shirts and Chaps
- Flashlight (underground)
- Rescue Breather (underground)

“Use of proper PPE is your first line of defense against injury. If you have questions or need additional PPE, always ask a safety professional.”

Working Around Active Tracks

When you are working on or around active train tracks you must be properly trained to do so in accordance with the requirements of each agency.

You will need to obtain RWP (Roadway Worker Protection) track training for:

- Long Island Rail Road (LIRR), AMTRAK, NYCT and Metro-North Railroad (MNR)

You must have proof of current completion of training on you at all times.

MTACC Standard Safety Topics



Site Housekeeping

Cluttered and unorganized work areas can lead to accidents and cause injuries by creating slip, trip and fall hazards; impeding access to exit routes and firefighting equipment; and causing fires because of improper disposal of materials. These types of accidents are a leading cause of construction-related injuries.

Poor housekeeping results in:

- Slips, trips and falls
- Impalement from sharp objects on ground
- Limited ease of movement in emergency situations
- Potential fire hazards

The injuries listed above can be avoided by:

- Disposing of refuse such as form and scrap lumber with protruding nails
- Disposing of combustible/toxic material in separate, properly labeled waste containers and remove from the site in accordance with all local, state and federal regulations
- Dedicating storage for electrical cords, slings and ropes
- Keeping stairways, passageways, ladders and scaffolds clear of clutter such as construction debris, tools and equipment parts
- Upkeep of up any spills

“Job site cleanup is an activity that needs to be done continuously as part of a sustained safety strategy. It is an important factor in construction efficiency and in the prevention of injuries.”

MTACC Standard Safety Topics



OSHA Fall Protection Rules—

For General Industry (1910), height is four-feet above a lower level.

For Construction (1926), the height is six-feet above a lower level.

On scaffolding, fall protection is required at ten-feet.

Prevention of falls from heights is a concern at many work sites. Different heights may require various types of fall protection.

- Fall protection is not required for portable ladder use in either general industry or construction work.
- Workers should not be tying off to ladders or other objects nearby. Fixed ladders are different because they may or may not have cages or ladder safety devices.
- Protecting workers from falls should be a concern for all employers.
- Always select fall protection measures and equipment compatible with the type of work being performed.
- Fall protection is achieved through the use of proper housekeeping, guardrails, handrails, safety nets, personal fall arrest equipment, positioning devices and warning line systems.
- Whatever system the employer chooses, workers must be trained to use it.

MTACC requires fall-arrest systems to be used at heights above six-feet.

What is a threshold height?

The threshold for fall protection in construction work is six-feet. Employees must be protected from fall hazards whenever working six-feet or more above a lower level. If an employee is working on a scaffold, the height requirement for fall protection is 10-feet, and this protection usually is provided by a built-in guardrail.

Aerial lift fall protection.

If the device is considered an aerial lift, then OSHA states, "A body belt shall be worn and a lanyard attached to the boom or basket when working from an aerial lift." Regarding extensible and articulating boom platforms, look at the requirements of 1910.67(c)(2)(iv), which state, "Employees shall always stand firmly on the floor of the basket, and shall not sit or climb on the edge of the basket or use planks, ladders or other devices for a work position."

Fixed Ladders

Fall protection must be provided for employees climbing or working on fixed ladders above 24 feet. OSHA rules state that fall protection must be provided whenever the length of climb on a fixed ladder equals or exceeds 24 feet. A fixed ladder is "a ladder that cannot be readily moved or carried because it is an integral part of a building or structure". Also, even if the length of climb is less than 24 feet; cages, wells, ladder safety devices, or self-retracting lifelines must be provided where the top of the fixed ladder is greater than 24 feet above lower levels.

Portable Ladders

Fall protection is not required for employees climbing or working on portable ladders. Three points of contact must be used on all ladders. While working off a ladder employee must have body within the side rails of ladder. Fall protection for workers on portable ladders is not required.

Public Safety



Maintenance and Protection of Traffic (MPT) is a top priority for MTACC. Contractors on every MTACC project are accountable for compliance in accordance with New York City DOT and NYPD guidelines and permits.

- **Roadways**—Can only be closed in accordance with New York City Department of Transportation (DOT) to minimize disruption to traffic and local businesses. Lane closures are only allowed with proper DOT permits. Contractors must maintain all roadways within work area including striping, pot-hole repair and maintenance of temporary decking and steel plates.
- **Sidewalks, Crosswalks and Intersections**—Contractor is responsible for proper signage, striping and surface conditions. All areas of the project must be kept in a passable condition during all weather. Closures must be coordinated with DOT and temporary sidewalk sheds must conform to New York State Department of Building requirements. Snow will be cleared off of sidewalks and roadways that are on MTACC-owned property.
- **Pedestrian Manager and Traffic**
- **Enforcement Agents**—Ensure that pedestrians and vehicles are able to safely navigate construction areas.
- **Work Zones**—Jersey Barriers, fences and gates provide secure areas for pedestrians, as well as calming traffic in construction areas. If any changes are made to arrangement of barricades/barriers, DOT must be notified immediately and proper permits must be in place. Any work-mandated barricades or barriers on job sites must be maintained throughout the duration of work activities.
- **Flagging**—Flagging is a strategy to enable movement of vehicles and construction equipment in-and-out of work areas in a controlled manner.
- **Inspections**—MTACC’s safety group performs daily inspections of sites to ensure continued compliance with city, state and local safety codes.

Environmental Safety



“ Pictured above—wet scrubber, which is a portable filtration system that removed dust from the air after blasting operations at the 2nd Avenue Subway site. ”

Major construction projects are vital to the continued development of New York City and the surrounding areas. However, construction can pose a threat to human health and the environment. At MTACC, we consider the impact that every one of our projects may have on the community and take steps to mitigate those risks.

Before construction begins on any MTACC project, a team of highly-skilled professionals evaluate the potential for adverse impacts on the environment and adjacent communities.

Specific evaluations are prepared under the National Environmental Policy Act of 1969 (NEPA). The NEPA process includes a public outreach program, initiated during the scoping phase and continued through the Final Environmental Impact Statement (FEIS).

By fully examining how construction might affect air quality, dust, noise, vibration, and traffic and transportation for example; detailed contract specifications will be developed to pro-actively mitigate the potential significant adverse impacts to occur. Contract specifications related to environmental compliance require each contractor to evaluate site-specific impacts to meet certain

established thresholds to minimize adverse environmental effects.

The contractor must submit a detailed Environmental Compliance Plan for review and acceptance by the Construction Manager. That plan must specify specific mitigation measures like installation of noise blankets, use of dust suppression measures, equipment retrofitted with Diesel Particle Filter (DPF) and best practices in handling of contaminated waste.

On MTACC projects, contractors are required to use only approved trucking companies and disposal facilities for waste disposal. Contractors must make their best efforts to divert at least 85% of construction and demolition debris from the landfill through recycling, reuse and salvage waste. Action should be taken to prevent spills, which could impact the environment.

On All MTACC Sites We Perform Daily Monitoring of—

Chemical and petroleum bulk storage areas, spoil and waste management, water treatment systems, erosion and sediment control, air quality/equipment, noise and vibration control and vector control.

Daily site inspections and deficiency reporting are conducted to assure that contractors are compliant with contract environmental plans.

Our environmental team works closely with City and State regulatory agencies DEC, DEP, EPA and DOH in their efforts to maintain compliance and regulatory standards.

Some information on the preceding pages taken from www.osha.gov.

Safety Look Ahead

June–September



Warm Weather Illnesses

June–September

Heat related illnesses are prevalent in summer. Heat cramps, heat exhaustion and heat strokes are all possible during hot weather and all require medical attention.

1 · Heat cramps

Heat cramps are muscle cramps. Usually occurring in the arms or legs, but may be in the abdominal or chest muscles as well. These cramps are caused by loss of body fluid.

First aid includes moving the victim to a cool place, resting the cramping muscle and giving the person cool water.

Heat exhaustion is brought on by exposure to high temperatures and dehydration. Symptoms include confusion, heavy sweating, weakness, fast pulse, headache and dizziness, nausea and vomiting, fatigue.

First aid for heat exhaustion requires the person be moved to a cool place. Keep them lying down with their legs elevated 8 to 12 inches. Apply cold packs, wet towels,

2 · Heat exhaustion

3 · Heat stroke

or wet their clothing to cool them. Give the victim cold water only if he or she is conscious. If the victim loses consciousness or does not improve within 30 minutes, seek professional medical attention.

Heat stroke is a true emergency! Signs and symptoms include high body temperature, unconsciousness, hot skin, rapid pulse and breathing, weakness, dizziness or headache. Immediate first aid is required.

Move the victim to a cool place and immediately cool the worker by any available means. Keep the head and shoulders slightly elevated. Monitor the airway, check to be sure the victim is breathing. Call an ambulance or rush the heat stroke victim to a hospital immediately.

Prevention of heat related illnesses is very important especially in an industry where work takes places outside, like construction. As the temperature gets higher, take a few short breaks during the day; and, if possible, schedule strenuous activities in the earliest or latest hours to avoid the hottest part of the day. Avoid alcohol, excessive caffeine and drink plenty of water.

Keep an eye out for potential heat illness in co-workers.

Safety Look Ahead

Severe Weather



New York City is not immune from severe weather conditions that threaten other parts of the country—be prepared.

1.

Floods

Floods are common this time of year. If you live in a flood zone—

- Never drive through a pool of standing water.
- Develop an evacuation plan and make sure your family knows what to do.
- Be prepared for loss of power with candles, flashlights and bottled water.
- If you're around a river or stream, stay alert to water levels.
- If told to evacuate, do so immediately.
- Turn off utilities at the main switches of valves and disconnect electrical appliances.

2.

Hurricanes

Hurricane season begins in June and runs to November.

- If you live in a high-rise, take shelter below the 10th floor.
- If you are instructed to evacuate, do so immediately.
- Make sure radios and flashlights have fresh batteries.
- After a hurricane, be careful of flooded areas and downed electrical wires.
- Secure any items that can be blown around by high wind (grills, bicycles, etc.).
- Turn refrigerator/freezer to the coldest temperature possible and keep the door closed so food will last longer if the power goes out.
- Fill your car's gas tank.
- Make sure you have disaster supplies on hand (candles, flashlights, bottled water).

3.

Tornadoes

AVOID WINDOWS and go to the basement if you are in a building that has one.

Cover yourself with some kind of protection like a mattress or blanket. Protect your head with a helmet if you have one.

If you cannot get to a basement go to the lowest floor and shelter in a small room, under a stairwell, or in an interior hallway with no windows. Get as low as possible to the floor, face down; cover your head with your hands.

In a commercial building go directly to an enclosed area in the center of the building on the lowest floor possible. Crouch down and cover your head. Do not get on the elevators; you could be trapped in them if the power is lost.

Vehicles are NOT safe in a tornado. If you are caught by extreme winds or flying debris, park the car. Stay in the car with the seat belt on. Put your head down below the windows; cover your head. Avoid seeking shelter under bridges, which offer little protection against flying debris.

glossary of terms

Agencies/Projects

BLS

Bureau of Labor Statistics

DEC

Department of Environmental Conservation

DEP

Department of Environmental Protection

DOH

Department of Housing

DOT

Department of Transportation

EPA

Environmental Protection Agency

ESA

East Side Access

LIRR

Long Island Rail Road

MNR

Metro-North Railroad

MTACC

Metropolitan Transportation Authority Capital Construction

NEPA

National Environmental Protection Act

NYCT

New York City Transit

NYPD

New York Police Department

OSHA

Occupational Safety and Health Administration

SAS

Second Avenue Subway

glossary of terms

General Terms

CM—Construction manager

Incidence rate—An incidence rate is the number of recordable injuries and illnesses occurring among a given number of workers over a given period of time. It is calculated by multiplying the number of recordable cases by 200,000, and then dividing that number by the number of labor hours at the company. (LT Rate = (No. of LT injuries x 200,000) / number of hours worked. REC Rate = [(No. of LT injuries + no. of REC injuries) x 200,000] / number of hours worked.)

Lagging indicators—Historical information that measures past performance. Lagging indicators are the traditional safety metrics used to indicate progress toward compliance with safety rules.

Leading indicators—Information that drives or can be correlated with future performance. Leading indicators focus on future safety performance and continuous improvement. These measures are proactive.

LT—(Lost-time), is an injury to the employee that will ultimately lead to the loss of work time as defined by OSHA.

LT Rate—Only uses the number of lost-time (away from work) cases that involved lost work days. The calculation is made by multiplying the number of incidents that were lost time cases by 200,000 and then dividing that by the employee labor hours at the company.

MPT—Maintenance and protection of traffic.

PPE—Personal Protective Equipment is equipment worn to minimize potential for serious workplace injuries and illnesses. (Some mandatory PPE that must be worn on all on site of all MTACC projects include hard hat, safety vest and safety glasses.)

RWP—Railway worker protection. Refers to programs in place to protect people working on or near rail transit systems.

Recordables—An injury that requires medical treatment beyond first-aid that results in fatality, lost-time injuries, restricted work case or medical treatment case.

Recordable Rate—The incident rate for recordables involves days away from work, days of restricted work activity or job transfer.

Six-foot rule—OSHA rule requiring that fall protection be provided at elevations of six feet in the construction industry.

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#7 LINE EXTENSION



FULTON CENTER



SECOND AVENUE SUBWAY



EAST SIDE ACCESS