

# 05 MTA Police



**Facilities**

**Vehicles**

**Communications**



## Overview of agency and assets

The MTA Police Department (MTAPD) is responsible for ensuring the safety and security of MTA's Metro-North Railroad (Metro-North), Long Island Rail Road (LIRR), and Staten Island Railway (SIR) customers, employees, and facilities. Its service area extends across 14 counties in New York and Connecticut.

On January 1, 1998, the MTA consolidated the LIRR and Metro-North police forces under the jurisdiction of the MTAPD. Subsequently, the Staten Island Rapid Transit Police was added to MTAPD on June 1, 2005. Prior to the merger, capital needs at these operating agencies were addressed as part of the respective agency's capital programs. The MTA Police's 2025-2044 investment strategy will continue to support its mission of providing safety and security throughout the MTA network and build upon the work in the 2020-2024 Capital Program.

### MTA Police Department appendix structure

The MTA Police Department Appendix provides an overview of the agency's assets, their current condition, and expected investment focus to maintain these assets over the next 20 years. The appendix is divided into three asset categories, and for each, we provide a description of the asset, an inventory count with percent of assets in poor or marginal condition, followed by the agency's investment needs and priorities. Assets with a rating of 1 (poor) or 2 (marginal) help us identify where we need to focus our investment needs.

1. **Poor (Deteriorated):** Critically damaged or in need of immediate repair, well past useful life. Assets are operable with extraordinary maintenance, but have serious functional deficiencies. Capital investment in these assets is needed on a priority basis.
2. **Marginal (Deficient):** Deteriorated, in need of replacement, and may have exceeded useful life. Assets have functional deficiencies. If capital investment is/was deferred for these assets, added maintenance and operating expenses would be expected.



→ **Facilities**

**Vehicles**

**Communications**

# FACILITIES



A-348



A-349



# Facilities

MTAPD plays a vital role in ensuring customer safety and security across the MTA service area. Its responsibilities are diverse, spanning from Patrol and Detective divisions to specialized units such as Canine and Emergency Services. Teams like T.R.A.C.K.S. provide free community outreach programs to educate people about safety on and near railroad grade crossings and tracks, the Right-Of-Way Task Force actively seeks out security- and safety-related issues affecting the right-of-way of our railroads such as trespassing and illegal dumping. Counter Terrorism also contributes to keeping our comprehensive safety measures in place.

To support these functions, MTAPD operates from over 30 facilities spread across 12 New York counties. We have been consistently updating and improving these facilities to better serve our communities. During the 2015-2019 capital phase, we upgraded locations including Nassau District 2, Staten Island District 9, and the Harriman facility. In the ongoing 2020-2024 phase, we have focused on the Mt. Vernon District Office, 1825 Park Avenue Field Office, and the Grand Central Madison facility. Additionally, to support our canine unit, we have established a state-of-the-art canine training center in Dutchess County.

**MTAPD operates from a range of facilities, including leased offices, temporary structures, and spaces shared within existing MTA structures like stations and substations.**

Inventory as of 2023			
Asset	Total	Units	Percent in Poor/Marginal Condition
Building Structure	26	Each	4%
Elevator	2	Each	0%
Generator	8	Each	0%
HVAC	17	Each	0%
Office	1	Each	0%
Roof	17	Each	6%
Other	5	Each	0%

*Note: Given the diverse range of facilities MTAPD operates from, component level condition ratings are included only for locations where they are relevant to MTA capital costs, excluding some shared facilities.*



MTAPD Canine Training Facility

## Investment needs

MTAPD operates from a range of facilities, including leased offices, temporary structures, and spaces shared within existing MTA structures like stations and substations. However, some of these locations are currently inadequate to meet our growing operational needs. To address this, our primary goal is to optimize the use of our existing spaces and to identify additional locations to support MTAPD's expansion. We have begun an Architectural Space Optimization Plan to help guide how we prioritize facility projects and provide estimated timelines.

In the coming years, our investment strategy will also focus on maintaining and upgrading our existing facilities. Depending on specific needs, these efforts could range from component updates to comprehensive facility modernizations. We're also considering a new future headquarters, should the MTA decide to vacate MTAPD space within the Graybar building adjacent to Grand Central Terminal. Additionally, to enhance training capabilities, we're evaluating the feasibility of establishing an independent shooting range facility to help avoid New York Police Department scheduling constraints and associated fees and to comply with new Department of Criminal Justice Services rules impacting the accreditation process.



Facilities

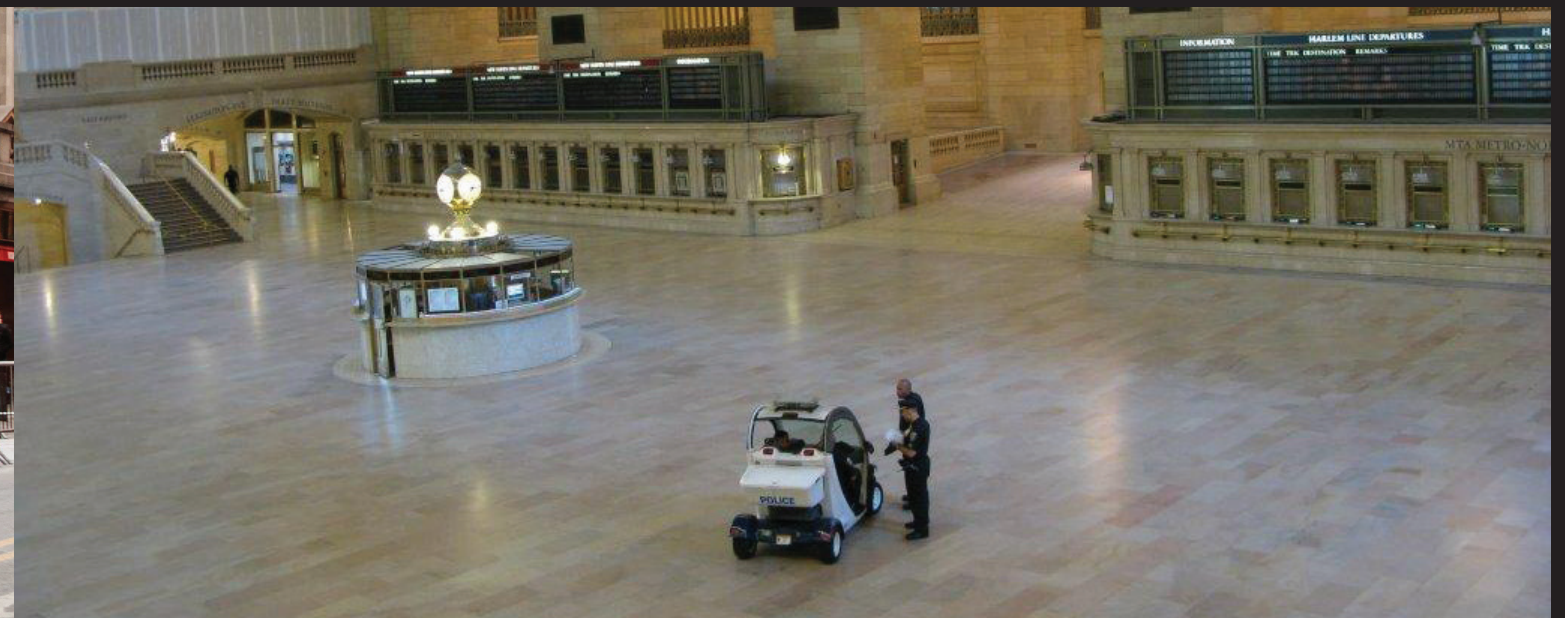
→ Vehicles

Communications

# VEHICLES



A-352



A-353





The long-term goal for this category is to maintain our specialized equipment and to replace remaining units at the end of their useful life while providing technological upgrades where appropriate.

MTAPD officers at 42 St-Grand Central

# Vehicles

We maintain a variety of vehicles to support MTAPD's work. The following category relates only to specialized vehicles, which are capitolly eligible. Patrol cars and other standard vehicles are purchased under the operating budget. We utilize three types of specialized rubber-tire vehicles: six emergency service units (ESUs), a field communication unit, and a mobile command vehicle (MCV). These vehicles are crucial for emergency responses and regular ESU patrols. Officers in these units have special training, allowing them to handle significant incidents that go beyond the capabilities of regular patrol officers and other regional police units.



MTAPD Canine Training Facility

### Inventory as of 2023

Asset	Total	Units	Year Built	Useful Life	Remaining Useful Life
Field Communications Unit	1	Each	1989	15 years	-19 years
Mobile Command Vehicle	1	Each	2006	15 years	-2 years
Emergency Service Units	4	Each	2016	8 years	1 year
	2	Each	2017	9 years	2 years

## Investment needs

These vehicles are deployed throughout the MTA service region, which includes Metro-North, LIRR, and SIR. In the previous capital program, we retired two ESUs and one MCV. The current program has a project to replace two or three ESUs. The majority of the remaining vehicles will age beyond their useful life horizon before the upcoming capital program.

The long-term goal for this category is to maintain our specialized equipment and to replace remaining units at the end of their useful life while providing technological upgrades where appropriate. This overall investment strategy for police vehicles is consistent with past investment strategies; however, MTAPD will also explore the procurement of one additional MCV and the use of smaller sized field communication vehicles.



**Facilities**

**Vehicles**

**→ Communications**

# COMMUNICATIONS

# 045



A-356



A-357





Left page, 17 MTA police officers celebrating graduation day with NYPD officers at Madison Square Garden. Above, left, MTAPD Officers at Metro-North Railroad's Mount Vernon West Station. Right, MTAPD officers and their dogs at the MTAPD Canine Training Facility in Stormville.

# Communications

The MTAPD Communications Division plays a crucial role in coordinating our response to both routine and emergency situations affecting transit operations. This division utilizes a range of equipment, including portable radios, base station setups, transmitter sites, and comprehensive Command and Control Communications infrastructure. This setup also includes backup locations and other essential equipment to support seamless communication.

During the 2010-2014 Capital Program, we significantly enhanced our communication capabilities with the introduction of the advanced Command and Control Center (C3). However, the current radio system has limitations, including coverage gaps that can hinder clear communication. To address this, MTAPD has been working on system upgrades, aiming to provide a dependable, interoperable communications system for officers across the region. Funding for this new system has been allocated in three previous capital programs, and we're now in the construction phase, which includes adding two more radio towers. We have also invested in new portable and mobile radios as part of the ongoing 2020-2024 Capital Program.

Inventory as of 2023			
Asset	Total	Units	Percent in Poor/Marginal Condition
Emergency Operations Control Systems	108	Each	33%
Radio Equipment	2,500	Each	0%
Metropolitan Regional Radio System	235	Each	0%

## Investment needs

The communications investment strategy includes the replacement of communication base station equipment, portable radio systems and equipment, Metropolitan Regional Radio System, enhancement of transmitter sites, and investments in central communications located in Long Island City and the Graybar building. We will make these investments as equipment reaches the end of its useful life as necessary to keep the communications system modernized and up to date with technological advancements.