

**Metropolitan Transportation Authority
Minutes of the
Safety Committee Meeting
2 Broadway, 20th Floor
New York, NY 10004**

**Monday, July 17, 2023
8:30 AM**

The following Board Members were present (*Attended remotely):

**Hon. Janno Lieber, Chair
Hon. Andrew Albert
Hon. Gerard Bringmann
Hon. Samuel Chu
Hon. Norman Brown
Hon. Blanca Lopez
Hon. Vincent Tessitore
Hon. Neal Zuckerman**

The following Board Members were absent:

**Hon. John Samuelsen
Hon. Michael Fleischer
Hon. Haeda Mihaltses
Hon. Frankie Miranda
Hon. David Mack
Hon. Lisa Sorin**

The following agency safety & security officers were present in person or by video conference:

Patrick Warren, Metropolitan Transportation Authority, Headquarters (“MTAHQ”)
Carl Hamann, Metropolitan Transportation Authority, Headquarters (“MTAHQ”)
Tim Doddo, MTA New York City Transit (“NYCT”)
Ausberto Huertas, MTA Construction & Development (“MTA C&D”)
Loretta Ebbighausen, MTA Long Island Rail Road (“LIRR”)
Shelley Prettyman, Metro-North Railroad (“MNR”)
Eric Osnes, MTA Bridges and Tunnels (“B&T”)
Donald Look, MTA Bridges and Tunnels (“B&T”)
Mike Metz, Metro-North Railroad (“MNR”)
Bob Murphy, MTA Long Island Rail Road (“LIRR”)
Thomas Taffe, MTA Police Department (“MTAPD”)

Chair Lieber chaired the July meeting and called the meeting to order.

Chair Lieber asked Patrick Warren if there were any public speakers.

PUBLIC SPEAKERS’S SESSION

The following public speakers commented:

Joseph Morales
Christopher Greif, PCAC
Jason Anthony
Charlton D'Souza, Passengers United
Aleta Dupree

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

APPROVAL OF MINUTES

Upon motion duly made and seconded, the minutes of the April 2023 Safety Committee were approved with a noted misspelled public speaker name.

SAFETY COMMITTEE WORK PLAN

Chair Lieber asked if there any changes to the work plan. Patrick Warren stated there were no changes to the Work Plan.

SAFETY POLICY:

Chair Lieber turned it over to Mr. Warren for the presentation.

Mr. Warren discussed crime statistics across the system and the various initiatives in place to mitigate threats to our customers and employees.

Chair Lieber commented on when efforts were stepped-up to deter track intrusions.

Mr. Warren discussed safety statistics across the system and the improvement in the general trend of safety of both employee and customers. Mr. Warren stated the Agency Safety statistics can be found on pages 9-20 in the committee book.

Board Member Albert asked if there is a statewide rule about how far in advance you need to notify motorists of a grade crossing. Mr. Warren stated that it is a Federal rule and asked if anyone from either of the railroads would have anything else to add. Ms. Ebbighausen stated that the MTA follows the Manual on Uniform Traffic Control Devices (MUTCD) as well as AREMA (American Railway Engineering and Maintenance-of-Way Association) standards to ensure motorists across the country have uniform experiences at grade crossings.

Board Member Albert asked how far ahead on a road is the standard for signage notifying motorists of a grade crossing. Ms. Ebbighausen stated she would get back to Board Member Albert.

Board Member Albert asked how the crossing arms were activated and if speed of the train was a factor. Mr. Warren stated how the crossing arms were triggered with the approaching train and that speed was factored into the distance the trigger is from the crossing.

Mr. Warren introduced Chris Diodato who would deliver the presentation on the Grade Crossings. Mr. Diodato delivered the presentation on the Grade Crossings.

Mr. Diodato went on to discuss the various initiatives across the MTA territory on improving safety at grade crossings.

Mr. Diodato turned the presentation over to Lori Ebbighausen to discuss the LIRR Grade Crossing safety program. Ms. Ebbighausen discussed the LIRR grade crossing safety program.

Board Member Bringmann asked Ms. Ebbighausen to describe the devices that are installed at Bethpage crossing. Ms. Ebbighausen explained the pedestrian crossing devices installed at Bethpage crossing and how this system was unique on the LIRR system.

Board Member Zuckerman asked what loop detection was. Ms. Ebbighausen explained loop detection systems.

Board Member Zuckerman asked about the challenges to eliminating grades crossings. Ms. Ebbighausen listed land, space and funding as the challenges to the elimination of grade crossings.

Chair Lieber also reinforced the challenge of space. First, is there enough real estate to do the project and then secondly securing the funding to complete the project. The Chair also asked the Safety staff to provide a snapshot of our grade crossings on MTA property compared to the rest of the country for the purpose of self-assessment be given at a future committee meeting.

Board Member Brown asked if any of the grants used for grade crossings improvements can be applied to operating expenses. Mr. Warren explained some of the ways grant funding is used. Ms. Ebbighausen further explained that there are some force account expenses, such as engineering solutions, which are covered by grant funding.

Board Member Albert asked Ms. Ebbighausen about a recent derailment in Long Island City and if there are plans to repair the rail and roadway that was impacted. Ms. Ebbighausen stated she would need to get back to the board member.

ADJOURNMENT

Chair Lieber made a motion to adjourn the meeting. The motion was seconded, and the meeting was adjourned.