

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

**Monday, April 29, 2024
8:30 AM**

The following Board Members were present:

**Hon. Janno Lieber, Chair
Hon. Andrew Albert
Hon. Gerard Bringmann
Hon. Norman Brown
Hon. Daniel Garodnick
Hon. Marc Herbst
Hon. Lisa Sorin**

The following Board Members were absent:

**Hon. Michael Fleischer
Hon. Blanca Lopez
Hon. David Mack
Hon. Haeda Mihaltses
Hon. John Samuelsen
Hon. Vincent Tessitore
Hon. Neal Zuckerman**

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

Carl Hamann, Metropolitan Transportation Authority, Headquarters (“MTAHQ”)
Ausberto Huertas, MTA Construction & Development (“MTA C&D”)
Jamie Torres-Springer, MTA Construction & Development (“MTA C&D”)
Loretta Ebbighausen, MTA Long Island Rail Road (“LIRR”)
Shelley Prettyman, Metro-North Railroad (“MNR”)
Pashko Camaj, MTA Bridges and Tunnels (“B&T”)
John Mueller, MTA Police Department (“MTAPD”)
Tom Prendergast, Consultant, AECOM

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

Chair Lieber called the April meeting to order and asked if there were any public speakers.

PUBLIC SPEAKERS’ SESSION

The following public speakers commented:

Jason Anthony
Jesse Figueroa
Matty Buchys Hyland*

Charlton D'Souza, Passengers United

Christopher Greif, PCAC

Aleta Dupree

Murry Bodin

Joseph Morales

*Indicates remote participation

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 February 26, 2024, Safety Committee meeting were approved.

SAFETY COMMITTEE WORK PLAN

Chair Lieber asked Mr. Hamann if there were any changes to the work plan. Mr. Hamann stated that the CCTV program will be briefed later this year.

SAFETY POLICY

Chair Lieber handed it over to Mr. Hamann for the Safety & Security presentation.

Mr. Hamann noted that safety metrics remain strong, highlighting downward trends in accident and injury rates among employees and customers. A reduction in subway system fires was noted and attributed to aggressive track cleaning by the Maintenance of Way cleaning team. Additionally, a significant downtrend in major crimes was observed beginning in March. April experienced lower crimes per rider compared to April 2019, attributed to collaborative efforts with Federal, State, and Local partners.

Chair Lieber reported that the weekly crime index on the subway for the past week recorded a 33% decrease from the prior week, a 6.5% decrease year-to-date, and approximately an 11% decrease compared to pre-COVID levels.

Mr. Hamann turned it over to Ausberto Huertas to deliver the C&D Safety Highlights.

Mr. Huertas presented an overview of C&D's new Safety Management System (SMS). The new system is intended to standardize policies, procedures, and enhance safety culture, focusing on the people working at the sites and managing their programs. Mr. Huertas introduced Tom Prendergast to add to the presentation.

Mr. Prendergast presented C&D's key safety principles and key tenets in a new safety manual, listing safety as a core value.

Mr. Huertas discussed C&D's three-phase implementation plan for training project teams and ensuring everyone understands the commitments of C&D's Safety Management System.

Board Member Garodnick asked for an explanation for the incident-based approach slide in which the overall number of contracts went from 387 to 466 from December to January, as well

as the number of incidents increasing. Mr. Huertas explained that the increase was a notification of contractors being more proactive and not necessarily related to construction incidents. President Torres-Springer also added that lower productivity from contractors during the holiday season emphasizes the spike for subsequent months.

Board Member Herbst asked whether results shown from the observational-based approach slide were reflective of the contract size or an indication of one contractor's lack of diligence. Mr. Huertas responded that the numbers shown are not actual incidents but are tallied observations from various site visits across contractor portfolios. Chair Lieber added that the number of observations should be evaluated proportional to the value and size of work. Mr. Herbst inquired about whether this approach would be considered in the future during pre-qualification of contractors. Mr. Huertas confirmed that pre-qualifications are part of the SMS program being used and will also be incorporated into the award process as part of the qualifications. For additional details on the presentation, please refer to the video recording of the meeting produced by the MTA and maintained in MTA records.

Chair Lieber asked for any general questions or comments. Board Member Albert inquired about the prevention metrics and leading indicators in the Safety Committee Book on page 17, noting a significant discrepancy between the target goal for continuous welded rails and the actual number installed. Mr. Hamann responded that a follow-up will be made regarding this inquiry. Later, Mr. Hamann informed Board Member Albert that the data in the committee book are consistent through February of 2024, which may explain the discrepancy in the target vs. annual goal. Consequently, the progress of the continuous welded rails installed is in line with the annual goal.

ADJOURNMENT

Chair Lieber called for a motion to adjourn the meeting. A motion was made and seconded, and the meeting was adjourned.