

18. Safety and Security

This chapter discusses safety and security as they relate to the Proposed Project and summarizes how potential safety and security issues will be identified and addressed in the design process. It addresses the safety and security issues associated with increased train movement along the Hell Gate Line (HGL) Corridor, infrastructure upgrades, construction of platforms and stations, and passenger safety.

Chapter 19, “Construction and Construction Impacts,” discusses construction-related safety and security considerations, although many transit industry safety and security standards and processes described below apply to construction as well as the design and operational phases.

18.1 KEY CONCLUSIONS

The Proposed Project would provide an opportunity to enhance public safety and security measures over the No Action Alternative. Therefore, the Proposed Project would not result in any adverse impacts to safety and security.

18.2 METHODOLOGY

The methodology used to identify and address potential safety and security issues related to the Proposed Project entails describing the study area, identifying applicable regulatory requirements, and defining the technical approach to the analysis. The railroad right-of-way is the location of the Proposed Project and includes four proposed station locations.

The Metropolitan Transportation Authority (MTA) would implement the Proposed Project’s design and operation in compliance with relevant federal and state regulations, and industry codes, policies, and guidelines, including Amtrak and Metro-North guidelines, which are intended to promote the safety and security of rail workers, customers, and the general public. The design for the Proposed Project would consider the latest publications and recommendations of the Federal Transit Administration (FTA) regarding transit safety and security design considerations, including the *Handbook for Transit Safety and Security Certification* (2002) and the *Public Transportation System Security and Emergency Preparedness Planning Guide* (2003). The Proposed Project would comply with FTA, Federal Railroad Administration (FRA), and general industry design and construction standards. The Proposed Project would be fully incorporated into existing Amtrak and Metro-North operational safety and security programs and processes to provide the riding public and employees with a safe and secure environment.

The technical approach to identify and assess the Proposed Project’s potential effects on public safety and security consists of the following:

- Review existing published Amtrak and Metro-North safety and security provisions.
- Review federal requirements, including those of FTA, FRA, and the Transportation Security Administration.

- Coordinate with federal, state, and local agencies having jurisdiction over safety and security.
- Conduct site visits that assess the current condition of the HGL Corridor and the adjacent communities.
- Compare existing rail operations along the HGL Corridor to the future service and facilities under the Proposed Project to assess the potential needs for increased safety and security features or procedures, referencing Metro-North, Amtrak, FTA, FRA, TSA, and other policies guidelines, and regulations.

18.3 EXISTING CONDITIONS

18.3.1 Hell Gate Line Corridor

Amtrak maintains the HGL in accordance with FRA regulations and requirements as well as other applicable federal regulations. Among the FRA regulations are requirements to inspect tracks, signals, bridges, and rail equipment. Amtrak's capital program includes required upgrades to operating systems. Amtrak and Metro-North provide operating crews with security awareness training related to security along the railroad right-of-way, and both organizations have policies and protocols in place to respond to security threats and emergency situations.

18.3.2 Penn Station New York

Hundreds of thousands of rail passengers move through Penn Station New York (PSNY) each day, making it the busiest train station in North America. Governor Cuomo of New York has made PSNY security a priority for the state with the New York Pennsylvania Station Public Safety Improvements Act, which was included in the 2018 New York State funding bill. The National Guard, U.S. Department of Homeland Security, New York Police Department, New York Fire Department, NJ TRANSIT, Amtrak, and MTA are all involved in PSNY's daily operations and security in addition to overseeing the security of the East River Tunnels. Each of these agencies is committed to protecting the passengers, employees, and patrons of PSNY. Because each agency has its own protocol within PSNY, coordination is important to ensure effective implementation of measures. Amtrak has recently created a centralized emergency management center within the station to facilitate interagency coordination in times of emergency, when coordination is most needed. MTA expects that the PSNY passengers will be protected by the full umbrella of safety and security in place within the station. In addition to the safety measures in place by these agencies, infrastructure improvements in the case of the rehabilitation of the East River Tunnels can also be identified as a safety improvement.

18.4 NO ACTION ALTERNATIVE

In the No Action Alternative, Metro-North will not utilize the HGL for service into PSNY, and the corridor will remain largely as it is today, with the exception of normal replacement projects necessary to maintain the system in a state-of-good-repair. Amtrak will continue its existing System Safety Program, which guides prevention efforts by identifying the policies, programs, and strategies that promote a safe work environment for workers and travelers. System safety principles are used to integrate safety into all phases—including design, construction, modification and rehabilitation, operation, maintenance, and procurement—to reduce risk and eliminate, to the extent possible, potentially hazardous activities and conditions. Under the No Action Alternative, Amtrak installed its Advanced Civil Speed Enforcement System positive train control technology along the required routes as a part of a nationwide systemwide upgrade that took place by the December 31,

2018, federal deadline.¹ Positive train control is one of many safety measures mandated by the U.S. government and is designed to help prevent train-to-train collisions, derailments, and other human-caused accidents. Positive train control is an important feature that will improve safety along the HGL Corridor.

18.5 PROPOSED PROJECT

In the operational phase, the Proposed Project would expand current railroad use in a restricted area delineated and maintained specifically for that use. The running of trains would be subject to Amtrak/Metro-North protocols regarding safety and security. The train signaling system on the HGL would be upgraded as necessary to support increased train traffic anticipated as part of the Proposed Project and to provide the required safety and security measures.

Safety and security features that are proposed may include the following:

- Closed-circuit television²
- Tactile platform edge strips
- Public address system²
- Fencing
- Lighting
- Pedestrian overpasses or underpasses
- Americans with Disabilities-compliant ramps and access points
- Designated curbside drop-off/pick-up areas
- Passenger refuge area(s) at the end of the platform(s) for use in case of emergency when typical egress from the station to the nearest street is compromised

18.6 CONCLUSION

The Proposed Project would provide an opportunity to enhance public safety and security measures over the No Action Alternative. Therefore, the Proposed Project would result in a beneficial impact to safety and security.

¹ <http://media.amtrak.com/wp-content/uploads/2018/03/03-01-18-Anderson-Senate-Commerce-Written-FINAL.pdf>

² The CCTV and public address systems would be connected to PSNY Central Control for monitoring and use. Police and fire protection for the new stations would be provided by MTA Police Department and the New York Fire Department, respectively.