

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

**Monday, July 28, 2025
8:30 AM ET**

The following Board Members were present:

**Hon. Janno Lieber, Chair
Hon. Andrew Albert
Hon. Gerard Bringmann
Hon. Michael Fleischer
Hon. Randolph Glucksman
Hon. Marc Herbst
Hon. Christopher Leathers
Hon. James O'Donnell
Hon. Edward Valente**

The following Board Members were absent:

**Hon. Norman Brown
Hon. Blanca Lopez
Hon. David Mack, Vice Chair
Hon. Haeda B. Mihaltses
Hon. John Samuelsen
Hon. Lisa Sorin**

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

Carl Hamann, MTA Headquarters (“MTA HQ”)
Ausberto Huertas, MTA Construction & Development (“MTA C&D”)
Micheal Kemper, MTA Headquarters (“MTA HQ”)
Anthony Mercogliano, MTA Headquarters (“MTA HQ”)

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

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

PUBLIC SPEAKERS' SESSION

The following public speakers commented:

Christopher Greif

Jason Anthony

Murray Bodin*

*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 April 28, 2025, Safety Committee meeting were approved.

SAFETY POLICY

Chair Lieber turned it over to Carl Hamann for the Safety & Security presentation.

Mr. Hamann reported continued improvement in safety across all agencies. LIRR saw customer injuries drop 29% and employee lost-time injuries drop 10%. MNR reported similar progress, with customer injuries down 13% and employee injuries down 5%. NYCT also continues to reduce both employee injuries and customer accidents. B&T recorded a notable 23% decrease in customer vehicle collisions.

Chair Lieber turned it over to Ausberto Huertas, Vice President of Safety at C&D, to share safety highlights. C&D is standardizing its Safety Management System across all construction sites, contractors, and internal teams. The approach includes more frequent inspections, additional training, hazard assessments, and better communication with contractors, all contributing to measurable safety improvements.

Mr. Huertas highlighted two key programs: Emergency Management and Security. The Emergency Management team has conducted five tabletop training sessions since 2024 to improve readiness and interagency coordination. The new Security team completed inspections at 35 sites in 2025, proactively identifying risks and increasing compliance among contractors and consultants.

Chair Lieber praised the strength of the presentation but requested more detailed data for future discussions, including statistics on construction accidents, drug and alcohol testing policies, and a breakdown of specific conditions contributing to those accidents.

Chair Lieber turned it over to Anthony Mercogliano, Deputy Chief of Security Operations, to provide an overview of the MTA's security grant funding programs. Mr. Mercogliano noted that the Transit Security Grant Program (TSGP) supports counterterrorism efforts and provided \$19.8

million in 2024 for cybersecurity upgrades, patrols, training, and deployable CCTV. The Port Security Grant Program funds B&T-specific projects, including drone detection and underwater scanning. Through the Urban Area Security Initiative (UASI), the MTA receives subgrants via New York State for safety enhancements such as conductor cab and platform surveillance cameras. The NYS Law Enforcement Technology Grant awarded \$850,000 to launch a “Drone as First Responder” program for rapid response.

The FEMA 2025 Notice of Funding Opportunity has not yet been released but is expected to follow last year’s terms. In preparation, the MTA has developed eight new investment justifications totaling \$37.4 million, covering IT infrastructure improvements, expanded camera surveillance, weapons of mass destruction detection technology, a new mobile command post vehicle, and major capital upgrades at high-risk station complexes.

Mr. Mercogliano reviewed long-term federal security funding trends. Funding peaked in 2009 at \$348.6 million for TSGP, with the MTA receiving over \$119 million, or 34% of the total. Since 2012, national funding has stabilized at \$83–87 million annually. Despite the smaller pool, the MTA has consistently secured a significant share, totaling over \$842 million since 2003 – more than 27% of all funds awarded nationally.

Chair Lieber expressed concern about declining federal investment in transit security, highlighting the ongoing risks to New York’s infrastructure. He noted that Congressman Garbarino’s new role as Chair of the Homeland Security Committee could present an opportunity to increase funding.

Board Member Albert emphasized the need for better tunnel intrusion detection. Mr. Mercogliano responded that the upcoming URT3 capital project, scheduled for completion in 2027, will include intrusion detection systems, access control, and CCTV for under-river tunnels.

ADJOURNMENT

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