

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

**Monday, December 15, 2025  
9:00 AM ET**

**The following Board Members were present:**

**Hon. Janno Lieber, Chair  
Hon. Andrew Albert  
Hon. Gerard Bringmann  
Hon. Christopher Leathers  
Hon. James O'Donnell  
Hon. Edward Valente**

**The following Board Members were absent:**

**Hon. Michael Fleischer  
Hon. Randolph Glucksman  
Hon. Marc Herbst  
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")  
Christopher Gough, MTA Long Island Rail Road ("LIRR")  
Jonathan Fazio, MTA Long Island Rail Road ("LIRR")  
Brian Pina, MTA Metro North Railroad ("MNR")  
Ausberto Huertas, MTA Construction & Development ("MTA C&D")  
Daria Luisi, MTA Headquarters ("MTA HQ")  
John Sterritt, MTA Bridges and Tunnels ("B&T")

**Chair Lieber chaired the December meeting and called the meeting to order.**

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

**PUBLIC SPEAKERS' SESSION**

The following public speakers commented:

Christopher Greif

Joseph Morales

Jesse Figueroa\*

\*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.

## **SAFETY POLICY**

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

Mr. Hamann reported that the metrics across operating agencies continue along a favorable trend. Over the past 12 months, New York City Transit and Bridges & Tunnels have seen employee lost-time injuries and customer accident rates decline. B&T has reported a 12.5% decrease in collisions. NYCT has reported a 15% decrease in major crimes, bringing rates to the lowest levels since 2019. Mr. Hamann praised the shared commitment to safety and security systemwide, supported by strong collaboration with external stakeholders.

Mr. Hamann turned it over to Christopher Gough, Vice President of Corporate Safety at LIRR, to present their safety highlights.

Mr. Gough reported that the LIRR year-to-date customer accident rate per one million customers is currently at 1.27 and the FRA reportable injury lost time rate per 200,000 work hours is currently at 3.59. The T.R.A.C.K.S. teams have presented at 422 different events educating over 84,000 people about railroad safety. Amongst these were 161 Operation Lifesaver events which focused on grade-crossing safety and reached nearly 62,000 attendees. LIRR has installed 1,998 linear feet of high-security fencing and has partnered with MTAPD to remove 10 unauthorized encampments on LIRR right-of-way within the past year.

Carl Hamann turned it over to Brian Pina, Vice President of System Safety at MNR, to present their safety highlights.

Mr. Pina highlighted that MNR's rate of customer injuries is 1.50 per one million customers, a small increase from the prior year's rate of 1.45, and that the rate has declined each month since August 2025, reflecting improving performance as the year progresses. The employee lost-time rate remained stable at 1.68 per 200,000 work hours. When benchmarked against other Northeast

Corridor railroads, Metro-North Railroad (MNR) continues to perform at a high level, with injury rates consistently below other railroads.

Mr. Pina reported that 2025 marks the first full year of MNR's revamped safety initiatives resulting from the Shore Line Safety Institute Assessment conducted in 2024. These initiatives were designed to strengthen labor-management partnerships and improve hazard identification and resolution. A key component of this work was the labor-management safety committee structure and a re-dedicated safety focus phase, in which designated committees in six districts open and discuss safety items and conduct field walkthroughs within the yards and shops. In the last year, 286 safety items throughout the six committees were settled. These efforts directly correlate to improvement as the railroad has seen total operating injuries decline by nearly 39% this year.

Mr. Pina reported on the annual emergency preparedness exercise this past November in Poughkeepsie, which simulated a portable electric scooter fire on a passenger train. The scenario required passenger evacuation, scene control and coordination with the Operational Control Center, Transportation Department, Office of System Safety, and external responders including the MTA Police Department and the Poughkeepsie Fire Department. All the exercise's objectives were successfully met, validating MNR's ability to respond effectively and protect customers and employees during complex real-world events. Board Member Gerard Bringmann thanked Mr. Pina for conducting the safety test with the electric scooter fire.

Chair Lieber requested that Mr. Gough evaluate the reason for the reduction in summonses and warnings issued by the MTAPD to ensure that everyone is on the same page concerning what may be a reduction in interventions.

Board Member Edward Valente expressed that MNR employees often meet monthly for local safety meetings and bi-weekly at the executive level. The commitment to safety that the executive leadership has made is second to none, and that remarkable communication is helping the agency lead in safety.

Board Member Andrew Albert recalled that in the past there was an issue principally at LIRR where wayfinding and navigation apps were leading drivers onto the railroad tracks at crossings. Mr. Albert asked if the agency had been following up with these programs to ensure that they have corrected these issues.

Mr. Gough responded that to the best of his knowledge, Google Maps and Waze are no longer leading vehicles onto the tracks and have been programmed to warn drivers when they are approaching railroad crossings. This was a result of LIRR's "Hazard Initiative." This, in addition

to the physical signage and striping maintained at intersections, should be a fair deterrent to drivers.

Chair Lieber reported that a full report was received over the weekend on C&D safety statistics. According to the report, reportable injuries have increased, but Chair Lieber noted that this may be the result of enhanced reporting processes and requested that this be examined further after the meeting.

Chair Lieber mentioned the monitoring of drug and alcohol enforcement on major construction projects, and stated that although contractors are given stringent requirements, this is an area that should be monitored as closely as possible.

Chair Lieber also noted that while bus collisions are not declining, collisions on bridges and tunnels have decreased dramatically, which is a safety and traffic benefit. Chair Lieber expressed a desire to focus on bus collisions at the next meeting.

Mr. Albert noted that one of the great things about the MTA system is the wide presence of surveillance cameras and asked whether a message is sent to a central reporting group if a security camera is damaged, broken, or malfunctioning. Chair Lieber responded that some cameras record but are not accessible for real-time surveillance. If the camera is equipped with real-time surveillance capabilities, then staff will be notified when a camera is out of service. If it is not capable of surveillance, then this will be diagnosed at a scheduled inspection. Chair Lieber reported that both types of cameras are very helpful to law enforcement in monitoring criminal activity on and around tracks and stations. Mr. Albert asked what percentage of MTA cameras belong to each of the defined groups. Chair Lieber said that Mr. Albert will be provided with a specific answer at a later time.

## **ADJOURNMENT**

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