

**Minutes  
Safety & Security Committee  
October 26, 2017**

The meeting was called to order at 10:15 am. Present were:

**Committee Members**

Mr. Robert Lauby  
Mr. Christian Dorsey  
Mr. Jeff Marootian

**Other Members**

Mr. Malcom Augustine  
Mr. Jim Corcoran  
Mr. Anthony Costa  
Mr. Jack Evans  
Ms. Catherine Hudgins  
Ms. Kathy Porter  
Mr. Paul Smedberg

**Approval of Agenda**

The agenda was approved as submitted.

**Approval of Minutes**

The minutes of the September 28, 2017 Safety Committee Meeting were approved as presented.

**Information Items**

**A. Quarterly Safety Report (P. Lavin)**

Pat Lavin provided a review for the committee on the Metro Safety Quarterly Report for First Quarter Fiscal Year 2018 (1QFY18). The FY18 target for the Customer Injury Rate (CIR) is less than 1.75 injuries per million passenger trips; the target for the Employee Injury Rate (EIR) is less than 5.1 injuries per 200,000 work hours. Through 1QFY18, the overall CIR was 2.0; which is above the target of <1.75 and above the CIR through 1QFY17 (1.9). Primary drivers are non-preventable collisions and slips/trips/falls. Through 1QFY18, the overall EIR was 7.2; which is above the target of <5.1 and up 24% from 1QFY17. The primary drivers for the increase are collision-related, stress/assault and slips/trips/falls.

**B. Briefing on Efficiency Testing (P. Lavin)**

Pat Lavin briefed the committee on efficiency testing types and measures for MetroBus and MetroRail. The purpose of train and bus operator efficiency testing is to verify that staff are in compliance with rules and Standard Operating Procedures (SOPs). It ensures that employees are proficient in job performance, emphasizes rules designed to prevent accidents, and it allows the organization to evaluate the results of the testing and take appropriate corrective actions.

**C. Discussion on Train Offloads/Evacuations (P. Lavin)**

Pat Lavin provided a review of trends related to train offloads and emergency evacuations. The actions Metro has taken to improve such situations include the following: installing enhanced floor markings guiding passengers to the best location for train arrival, stanchions that direct passengers in the most efficient traffic pattern to avoid bottlenecks, and providing additional WMATA staff at peak times to assist with crowd management.

**Adjournment**

The meeting was adjourned at 11:00 am.