



Accessibility Advisory Committee

600 Fifth Street NW
Washington, DC 20001
202-962-6060

Meeting Minutes: March 7, 2016

ATTENDEES

Present: Patrick Sheehan (Chair), Denise Rush (1st Vice-Chair), Elver Ariza-Silva (2nd Vice-Chair), Dr. Tapan Banerjee, Carolyn Bellamy, Brianne Burger, Darnise Bush, Charlie Crawford, Steven Kaffen; Marisa Laios, Phillippa Mezile, Mary Kay McMahon, Randall Pope, Dr. Phil Posner, Doris Ray, Paul Semelfort, Anthony Stephens, and Roger Stanley.

Call to Order

Chairman Sheehan called the Accessibility Advisory Committee (AAC) meeting to order at 5:30 pm.

APPROVAL OF AGENDA, BOARD REPORT, AND PRIOR MEETING MINUTES

The meeting agenda was approved as amended.

The February 1, 2016 meeting minutes were approved.

The Chair's Report to the Board, dated March 7, 2016, was approved.

PUBLIC COMMENT PERIOD

A comment was made about late pick-ups on MetroAccess service. The customer stated that on several occasions, MetroAccess is late picking her up from home causing her to miss appointments and meetings. The lack of timeliness has also impacted the amount of care time she receives from the personal care attendant. The customer stated that she has complained to Metro's Customer Service, MetroAccess Customer Service, and supervisors, but nothing has changed. The customer is requesting a review of her trip history and follow-up to resolve the issue. Christian Kent, Assistant General Manager, Department of Access Services, stated that a member of MetroAccess team will respond to the customer by the end of the meeting.

Another comment was made about MetroAccess service stating that not only is tardiness an issue, but the length of time a customer stays on the vehicle is also a problem. The customer reported that MetroAccess picked up her friend from the National Rehabilitation Hospital around 4:00 pm and she did not arrive to her destination until after midnight. Allison Anderson, Operations Manager, MetroAccess, requested additional information to investigate and follow-up directly with the customer's friend.

A customer requested feedback on a comment made at the January 2016 meeting regarding accessing Metrobus route information on the "Service Nearby" page on the website. The customer stated that he suggested Metro add a hyperlink to the list of bus routes on the station information webpage. This would offer all customers, especially those with disabilities who use screen readers, access to more pertinent information

and increase usability. Christiaan Blake, Director, ADA Policy and Planning (ADAP), stated that staff is revamping Metro's web site. Enhanced Service Nearby pages are under consideration, but there is no promise of an exact replica of similar pages found on Boston Transit's [MTA's] website.

A customer requested feedback on a comment made at a previous meeting regarding stop announcements on the 7000 series railcars. The customer stated that he suggested that Metro switch its announcements to allow critical instructions, such as line and destination information, be given first when a train is on the platform. This will allow customers, including those with disabilities, to understand whether they are on the correct train. A member of the public expressed an interest in whether information on elevator outages could be added to the Passenger Information Display Systems (PIDS) on the 7000 series railcars. She stated that this would offer Metro another communication contact point for customers. Mr. Blake stated that Metro places information on elevator outages on the PIDS in the rail stations. He added that staff from the Office of Transit Infrastructure Engineering Services would be speaking about announcements as part of today's agenda.

Christopher Barnes, Rider's Advisory Council, requested additional follow up on his points from the January 2016 meeting regarding elevator outages announcement. The elevators between the mezzanine, upper platform on the Red line, and elevators on the lower platform on the Green Line will be out-of-service for modernization until April 2016. He stated that the elevator outages are not being announced to customers on the trains. Mr. Barnes requested that the AAC review the issue again and encourage Metro to implement the policy to announce elevator outages at least two stations in advance of the impacted station. Mr. Blake stated that the Office of Rail Transportation has issued a reminder to all Train Operators regarding announcements. He stated that customers could submit complaints on the lack of elevator outage announcements to ADAP at (202) 962-1100. All complaints should include the train number, time of day, line and direction. Staff will follow up.

In a follow-up comment, a customer stated that Metro is making a poor decision to take elevators out of service at consecutive stations. Fort Totten is a major transfer station that crosses three rail lines and this elevator outage severely affects all customers, especially those with disabilities who use mobility devices. Mr. Blake stated that this was not intentional, and was caused by a delay with the contractor performing the work. Metro recognizes the challenges that this issue presents and apologizes for the inconvenience.

A comment was made about a presentation at the February 2016 AAC meeting. Under the heading Maryland-Abilities Ride, Mr. Kent stated that Metro's Board hired a consultant to identify efficiency opportunities across the agency, including MetroAccess. The customer stated that if the consultant has identified efficiency opportunities with MetroAccess and that information was being used in the proposal for alternatives to MetroAccess, then the information should be made public. This will give all customers a

better understanding of options regarding the alternative service. Mr. Kent stated that Metro's Board hired the consultant and his office has not been given permission to distribute the information.

Another comment was made about the Abilities-Ride proposal. The customer stated that the minimum requirement of 50 wheelchair accessible vehicles (WAV) is too low when comparing the proposed program to the service area. The customer added that the lack of WAVs may impact the on-time performance of the new program. Furthermore, when comparing the proposed program to TransportDC, approximately 8% of the trips require accessible vehicles. In an unofficial poll, the customer stated that more customers are requesting WAVs and the current estimate of WAVs needed would have the opposite of the desired effect because it would limit service, not expand transportation options.

A member of the public also made a comment about the Abilities-Ride proposal. She stated that the proposal list telephone access as an option and not a requirement, and recommended that Metro review the Americans with Disabilities Act (ADA) requirements, which are separate from the paratransit requirement under the ADA. Additionally the proposal includes a subsidy for mobility devices yet there is a four trip per-day limit. She stated that this is troubling because if a customer uses the daily limit, then they will not have access to an accessible vehicle. Lastly, the customer stated that the proposal does not address adequate wages for drivers. Many of the Transportation Network Companies (TNC) hire people with disabilities; however, all employees including those with disabilities need quality working conditions and a living wage. The customer stated that she along with others in the Transportation Equity and Accessibility Coalition movement have submitted comments to Metro's Board. In closing, she stated that she wants Metro to remember and understand the following: Riders are people, not pennies to be pinched. Giving money to companies that explicitly and proudly lobby against accessibility to provide an accessibility service is a slap in the face. Workers with vans, taxis or cars need to be well trained and well compensated if Metro really cares about providing quality service.

Another comment was made about the Abilities Ride proposal. The customer stated she agreed with the previous comments that the four trip per-day limit was too low. Metro should consider an option to roll over rides if the customers has not met the four trip per-day limit. This may alleviate some of the concern around this issue and allow customers to manage trips in a way that meet their needs. Additionally, the customer stated that Metro needs to better address the quality assurance issues in the proposal because it is not clear or transparent.

A guardian on behalf of a customer who is deaf made a comment about MetroAccess service. The guardian suggested that Metro should offer other ways to communicate its service to the community of deaf people such as a texting. This would make paratransit services more accessible to that community. The guardian stated that the MetroAccess team has been helpful, friendly and efficient in working with her as she provides

assistance in navigating the service. Mr. Kent, stated that Metro has been working to add features to its system to allow all customers to communicate through text. The project is in the early stages of development and staff will keep members abreast of the progress of this initiative. He stated that a member of MetroAccess team will respond to the customer's by the end of the meeting.

A comment was made about the TransportDC program and the Abilities Ride proposal. The customer stated that Metro should ensure that the taxi service has identifiable signage. This would allow all customers with disabilities, especially customers who are deaf, to clearly identify and recognize the taxi cab service is participating in the TransportDC or the proposed Abilities Ride program. The signage would prevent customers from getting into a taxi that is not part of the program. Mr. Kent, stated that in the past taxis had been required to have a placard displayed indicating that they are part of the program. A reminder will be sent to all companies participating in the program.

A comment was made about the lighting in the Metrorail system. The customer requested an update on lighting maintenance indicating that lighting on the platform level at many stations is insufficient. This was also a request from the Station Lighting Work Group. Metrorail stations are inherently dark; adequate lighting is a critical safety issue for all customers including those with disabilities traveling in the system. Mr. Blake stated that ADAP has been working with the Office of Transit Infrastructure Engineering Service (TIES) and the Office of System Maintenance (SMNT) for an update.

AUTOMATED ANNOUNCEMENTS – 7000 SERIES

As a follow-up to comments made at a previous AAC meeting, the committee discussed automated stop announcements on the 7000 Series railcars. Debo Ogunrinde, Program Manager, TIES, provided an overview of the series and addressed the issue of reconfiguring automated announcements.

Metro's new 7000 series railcars have state-of-the-art technology. The features include slightly larger seats with greater back support; larger aisles; more handrails and bars for holding; automated announcements; emergency call button near the priority seating area; additional storage underneath seats; new station maps; visual displays on the outside of the railcar displaying the line; privacy screens; new display signs for describing the train's location; and closed caption TV to allow Train Operators to view passengers at closing doors. Additionally, the new floor surface allows for greater traction walking and allowing mobility devices the ability to move from one end of the railcar to the other. Mr. Ogunrinde stated that many of the features were championed by the AAC.

The Metro system is complex. Arranging automated announcements to address each station is an exhaustive process because of the many variations that could lead to miscommunication. Mr. Ogunrinde stated that one of the challenges is for the train to identify the station upon the arrival of the platform. For example, Metro can single track

or reverse the direction of a train to accommodate changes in the system. When this occurs, a mechanism on the wayside has to be triggered, so the train will make the announcements of the direction along with the next station. As the train approaches the platform, the train receives another signal that indicates the train is at the station and has come to a complete stop, triggering the next announcement. Mr. Ogunrinde stated that the chimes, along with the trigger that opens the doors, cannot be delayed because the mechanism to open the train doors has already been activated. The first announcement when a train arrives into the station is "the doors are open." That announcement is followed by the line destination and the next station. He stated that this sequence cannot be changed because if the order were reversed, the doors would already be open, and the point would be moot. Each trigger predicts how information is announced.

Phil Posner stated Metro's Board adopted a policy for all trains to come to a complete stop on the platform and take 5 seconds before opening the doors. This was to allow all customers, especially those with disabilities, an opportunity to safely transition from their seat to the door. He stated that with this rule in place there should be ample time for the announcement to begin providing the critical instructions, such as line and destination information, before the doors open. Mr. Ogunrinde stated passengers complain that the train doors take too long to open once arrived at the station. Metro synchronized the doors with the safety checks of the train to ensure it is properly berthed at the platform before the doors are opened.

Roger Stanley echoed Dr. Posner's comments, stating that often when a train stops, customers head toward the doors and the train moves again to position itself on the platform. This can happen with or without an announcement. Customers with disabilities need a little additional time to safely navigate towards the doors. Customers on the platform need to know which train has arrived on the platform before boarding the train. Marisa Laios stated that changing the sequence of announcements is a safety issue and not one of technology.

In follow up to a comment about why the 5-second delay was implemented before opening the doors, a customer stated that this was to allow the train operator an opportunity to leave his seat in the train cabin, and look out the window down the platform. Meanwhile, passengers could prepare to head towards the door, which allows them to alight and exit the train safely. This is a safety issue.

Mr. Kent stated that automated announcements were one of the many recommendations that was put forth by the AAC and implemented into Metro's new 7000 series railcars. He clarified that the AAC is interested in switching the announcements to allow critical instructions, such as line and destination information, be given first when a train is on the platform. This will allow customers, including those with disabilities, to understand whether they are on the correct train. Mr. Kent expressed an interest in whether the AAC was satisfied with the announcements on the other series railcars. Members stated that that there is room for improvement with

announcements across the fleet of railcars. The issue with the 7000 series is that the doors close before customers can hear the pertinent information on the automated announcements, which is the line and destination information. Additionally, the automated announcements need to announce which side the doors are opening.

To keep announcements concise, Mr. Sheehan suggested that Metro state the line and destination such as Red Line, Shady Grove. The approach would allow the most critical information to be heard first.

Anthony Stephens stated that he is able to catch the 7000 series trains most days into work. He stated that he really likes the new trains and appreciates the automated announcements. However, he too expressed concern over the order in which the announcements are made. By the time the line and destination information is provided, the chime sounds and the doors close before the entire announcement is completed. For customers who are Blind, having the information up front is helpful because it allows time for adjustments.

Steve Kaffen stated that he views this issue as communications clutter. Metro should have announcements that are simple, straightforward, and give the pertinent information at the beginning of the message. As an example, the sound of the bell; line information; destination; then, "step back," allowing all customers to use the doors. Mr. Kaffen also suggested that Metro could reduce the announcements made on the platform, so when an announcement is made, customers will know it is important and pay more attention.

Darnise Bush agreed with Mr. Kaffen's point about communication clutter. She stated that announcements should be shortened and modified, giving the most critical information first on the train and at the platform.

Brianne Burger stated that in addition to improving the sequence of announcements, the 7000 series could use more handrails closer to the doors. She stated that during rush hour, it gets really crowded and there are very few places to hold. Additional handrails would prevent customers from falling over top of one another when the train comes to a hard stop on the platform. Ms. Burger also stated that the 5-second protocol before opening the doors on the platform is important for all customers. On a regular basis, parents with small children get separated because there is not enough time for customers to alight and exit the train safely. Lastly, Ms. Burger stated that monitors on the 7000 series are great. However, they are not useful when they are blocked by people on the train.

Doris Ray stated that the 5-second protocol was put in place because it is a challenge for customers with mobility impairments to alight or exit the train, especially during peak periods. The critical information up front is essential for customers who are blind. She suggested that the line and destination information should be repeated again after the doors closes along with the next station information in the interior and exterior of

the railcar. This would allow customers to adjust if they got on the wrong train. Ms. Ray stated that rail stations are noisy and hearing the information again allows customers to make the correction immediately.

A comment from the public expressed an interest in whether the initial announcement was a canned message or two different announcements. Mr. Ogunrinde stated that the initial message is a canned announcement. The customer stated that in regards to the announcement of line and destination, under Federal law, 49 CFR 37.167 it is required. It is imperative that that the line and destination information be announced and its not occurring because the train operators are conditioned to keep time and not consider safety. The customer stated that if no one hears the announcement, it is the same as the announcement not occurring and that could be a severe violation for Metro if not properly rectified.

Mr. Ogunrinde stated that the key for 7000 series to make announcements is the trigger with the station, which occurs with the door open command. This triggers the train to make the series of announcements while on the platform. While Metro may consider shortening the announcement or rearranging some parts of the announcement, no announcement can be made or information shared before the doors opening announcement. The doors opening announcement is the key to the start of the message sequence. Mr. Ogunrinde stated that he would forward the AAC concerns regarding the 5-second protocol to management.

Dr. Posner reiterated the customers' comments about the importance of having the line color and destination announcement at transfer station where multiple lines intersect. Mr. Sheehan stated that the issue should be shared with members of the Rider's Advisory Council (RAC) because this issue affects all customers including those with disabilities.

The AAC view this issue as a safety concern and will continue to monitor.

ABILITIES-RIDE

The AAC continued its discussion on the Abilities-Ride MetroAccess alternative. Mr. Blake stated that Abilities-Ride will be a pilot project intended to provide an alternative to MetroAccess, and added that Metro has developed a scope of required services a contracted partner would have to meet if they wish to partner with Metro on this opportunity. He stated that many aspects of this service can change before the service begins and once Metro has an opportunity to evaluate the service and how it operates. It is Metro's goal to be open a transparent on how everything functions. As an example, Mr. Blake stated that the idea to roll over rides if the customers do not reach the four-trip-per-day limit is a creative concept that may be considered. Additionally, Metro is considering comments from members, the public, and customer comments about accessing services by telephone.

Another example of an idea under consideration is the surcharge Metro will pay for wheelchair accessible vehicles (WAV). Currently, the proposed surcharge is \$12 for wheelchair requested trips. That could be changed to a \$5 surcharge for all trips.

There is currently a request for information (RFI) outstanding for the Abilities-Ride proposal. Mr. Blake stated that March 18, 2016 is the last day to submit information for consideration under the RFI process. Metro will evaluate each RFI response and build the final proposal based on the feedback received. Mr. Blake stated that Metro will not respond in writing to the RFI comments. He estimated it will take two to three months before a Request for Proposal (RFP) is produced and published.

Mr. Sheehan expressed an interest in whether previous comments and questions from other meetings have been included in the RFI. Mr. Blake stated that written comments and questions will be included in the official RFI.

In response to a question about whether Abilities-Ride will provide door-to-door service, Mr. Blake stated that door-to-door service is not an aspect of the Abilities-Ride alternative. Many members expressed an interest in the service area for Abilities-Ride. Mr. Blake stated that the initial service area will be the entire MetroAccess service area within the state of Maryland.

Denise Rush stated that this past Sunday, a local news outlet reported that Metro may partner with Uber to provide transportation for people with disabilities. This move would replace MetroAccess. The news also reported that Metro officials are reporting that the goal is to have the program in place by the summer in Maryland.

Mr. Kent stated there was also an article in the local newspaper that discussed the issue. The article discussed use of TNC or other transportation brokers in different markets all across the country. He added that Metro does not have a long history of talking with TNCs to broker a deal. Mr. Kent stated that Metro is interested in getting this right. Mr. Kent added that the reason Metro is doing an RFI is to offer the AAC and disability community at large the opportunity to examine an issue before it is implemented - not after it been completed. The discussion with the AAC and disability community (along with the RFI) is basic market research, and Metro is listening.

In response to a question about the projected date for the RFP, Mr. Kent stated that it is anticipated that it would be launched in early summer.

Some members expressed an interest in whether the AAC would be able to participate in a pre-solicitation or a pre-bid conference. Mr. Kent stated that the timetable is a little shorter; therefore, it would not be feasible to have such an event.

In follow up to Ms. Rush's comments from the media, Tappan Banerjee expressed an interest in whether the proposed alternative would replace MetroAccess service. Mr.

Kent stated that Metro access will remain, as paratransit service is a requirement of the ADA.

Mr. Kent stated that in 2005, MetroAccess transported 1.2 million customers; today that number has doubled. In the next 10 years, it is estimated that service will grow by up to another million customers. He stated that for these reasons, Metro is interested in more ways to provide reliable and sustainable public transportation services. Metro partnered with the District of Columbia on a taxicab program, *TransportDC*, to offer an additional transportation option. This is exactly the type of service that Metro envisions for the service in Maryland.

Ms. Bush expressed an interest in the non-negotiables for the Abilities-Ride proposal that Metro is not willing to relinquish in this RFI. Mr. Kent stated that Metro will not violate the law or compromise safety. There must also be a training program for drivers with standards that are closely related to Metro's standards for driver's training. There must be a system in place to verify driver qualifications. Lastly, there must be some mechanism for resolving complaints with the service. Funding to pay for this service will come from the jurisdictions, so at a minimum, these elements are non-negotiables.

Charlie Crawford expressed an interest in whether the company chosen to provide the alternative service will be required to do what they need to do for all customers, and if they do not, will they be disqualified from being able to provide services? Mr. Kent stated that part of this process is a review to ensure Metro is getting the services that were promised in the proposal and required in the contract. The answer is yes.

Ms. Ray stated that the basic point that the AAC and the disability community have raised regarding Abilities-Ride is whether it will comply with the Title II of the ADA. She stated that local media are reporting that Metro is participating in this venture just to save money. Mr. Kent stated that Title II of the ADA is relevant, and again, Metro is not interested in being out of compliance with the law.

QUARTERLY MEETING WITH METRO'S EXECUTIVE BOARD - Update

Mr. Sheehan provided an update on the Quarterly meeting with the Board's Executive Committee. This month, it was held jointly with the RAC. Fare policy was a key topic of discussion, as were tools to enhance communication with all customers, especially the deaf community. There was also some emphasis placed on the need to ensure that all aspects of Metro's website are accessible. Other topics for discussion were the loading of SmarTrip cards on Metrobus, an update on the locking of emergency fare gates, and the waivers for the emergency evacuation exercises.

Dr. Posner expressed an interest in whether the AAC and RAC will continue to have joint meeting with Metro's Executive Board. He stated that there is a lot of information that the AAC as well as the RAC have to cover, and taking time away from either group is a bad idea. Mr. Sheehan stated that AAC leadership is interested in sharing one or two meetings per-year with the RAC, but not every meeting.

Dr. Posner reminded members the importance of getting engaged with all members of the Board. Members can share the AAC points from the meeting and let their Board representative(s) know how they can help the disability community.

BUS/RAIL SUBCOMMITTEE REPORT

The Bus and Rail Subcommittee (BRS) was provided an update on the Passenger Information Display system (PIDS) for the mini-mezzanine levels in Metrorail stations. At some Metrorail stations, access to the platform level is provided through mini-mezzanines that are not directly attended by station managers. Metro is enhancing the Single Line PIDS on these levels with new 4-line liquid crystal display (LCD) screens that display train arrival information and scrolling elevator outages. The display is designed to complement the customer experience at these stations where information is needed to determine a course of action in traveling, particularly when there is an elevator outage. Metro staff provided the BRS a live demonstration of the LED monitor.

Although the PIDS will mirror the devices currently used in the system, the BRS is recommending that Metro add audio to the PIDS at the mini-mezzanine level making the devices more functional and user friendly for all customers, especially customers who are blind/low-vision. The BRS recommended that Metro follow the lead of other transit properties, such as the San Francisco Municipal Railway (SF Muni), Bay Area Rapid Transit (BART), and the Chicago Transportation Administration (CTA), which already offer audible announcements. The BRS also recommends the use of beacon or other technology that allows information to be shared through wireless technology.

Metro is looking at the use of audio maps and beacon technology through its partnership with the Columbia Lighthouse for the Blind. The Click-and-Go project has developed audio maps, and soon beacons will be installed in seven stations, feeding additional real-time information to customers. Metro's Office of Marketing is in the early phases of testing electronic signs to provide customers information along with advertisement.

METROACCESS SUBCOMMITTEE REPORT

The MetroAccess Subcommittee continued its discussion on the proposed Abilities-Ride MetroAccess alternative. The MAS reviewed the handout and provided feedback. Abilities-Ride will be a subsidized, on-demand transportation service that will originate and terminate within the Maryland boundaries of the MetroAccess service area. The service will be provided using technology to connect an array of service providers and MetroAccess customers. There will be a maximum number trips per customer per day. Currently there is an RFI underway. The last day to submit information is March 18, 2016.

NEW BUSINESS

The next emergency exercise is schedule for Sunday, March 13, 2016 at the Eisenhower Metrorail Station in Virginia. This event requires a waiver to participate. The exercise is open to all volunteers including people with disabilities. In response to a question about whether Metro has been in contact with organizations that serve the disability community in Virginia in an effort to reach potential volunteers for this exercise, it was reported that Metro's Office of Emergency Management is managing the outreach for volunteers for this exercise and has reached out to disability stakeholders.

The AAC will be embarking on its 2016 recruitment. There are a total of seven openings. The openings will be filled from a pool of qualified applications received during the current recruitment as well as from previous applications on file. Members should contact Dr. B. Moore-Gwynn directly for any information regarding specifics of their terms.

ADJOURNMENT:

The meeting adjourned at 7:10 p.m.



Accessibility Advisory Committee

600 Fifth Street NW
 Washington, DC 20001
 202-962-6060

STATUS OF FY 2016 COMMITTEE RECOMMENDATIONS AND ACTIONS

Info/Action Item Number	Description	Date Initiated	Originating Group	Status	Completion Date
Info - 11	A discussion with Metro's GM	4/4/16	AAC		
Info – 06	Age-Friendly DC Task Force (Update)	12/5/16	AAC	Update (Follow-up discussion after event - November 2013).	

Note: Quarterly Meeting Recommendations are marked with an asterisk symbol.

COMPLETED - FY 2016 COMMITTEE RECOMMENDATIONS AND ACTIONS

Info/Action Item Number	Description	Date Initiated	Originating Group	Status	Completion Date
Info - 01	Proposed 2016 Bus Route Changes	7/6/15	AAC	Presenter: Julie Hershorn	7/6/15
Info - 02	25 th Anniversary of the ADA	7/6/15	AAC	Open Forum	7/6/15
Info - 03	Proposed 2016 Bus Route Changes	7/6/15	AAC	Presenter: Julie Hershorn	7/6/15
Info - 05	Establishing A Customer Community	9/14/15		Presenter: Jason Minser	9/14/15
Info - 07	Metro's Diversity and Recruitment Initiatives	10/5/15		Presenter: Ikemia Arrington	10/5/15
Info - 08	Momentum and Long Range Plan (update)	12/7/15	AAC	Presenter: Jennifer Weeks	12/7/15

COMPLETED - FY 2016 COMMITTEE RECOMMENDATIONS AND ACTIONS

Info - 09	Maryland – Abilities Ride Proposed MetroAccess Alternatives	2/1/16		Presenter: Christian Kent/Christiaan Blake	2/1/16
Info - 04	AAC Quarterly Meeting with Board Executive Committee	2/1/16	AAC	New approach: Joint AAC/RAC meeting	2/1/16
Info - 10	Announcements 7000 Series	3/7/16	AAC	Presenter: Debo Ogunrinde	3/7/16
Info - 04	AAC Quarterly Meeting with Board Executive Committee	3/7/16	AAC	Feedback	3/7/16

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