

**Riders' Advisory Council Meeting  
March 5, 2008**

I. Call to Order:

Ms. Iacomini called the March meeting of the Riders' Advisory Council (RAC) to order at 6:38 p.m. She then asked John Pasek, the staff coordinator, to call the roll.

II. Roll Call:

Mr. Pasek called the roll. The following members of the Riders' Advisory Council were present. (The arrival time of members arriving after the meeting is reflected in the minutes.)

Nancy, Iacomini, Chair, Arlington County  
Steve Cerny, Fairfax County (arrived 6:58 p.m.)  
Dr. Sharon Conn, Prince George's County  
Penny Everline, Arlington County  
Rachelle Olden, District of Columbia  
Kaiya Pontinen Sandler, Montgomery County  
Patrick Sheehan, At-Large/Elderly and Disabled Committee  
Lillian White, City of Alexandria  
Robin White, Fairfax County  
Diana Zinkl, District of Columbia

The following members of the RAC were not present for any part of the meeting:

Dr. Kelsi Bracmort, District of Columbia  
Denise Brown, Prince George's County  
Patricia Daniels, District of Columbia  
Susan Holland, Prince George's County  
Kevin Moore, At-Large/District of Columbia

III. Public Comment:

Ms. Iacomini asked if there was anyone from the public wishing to make comments. There was no public comment.

IV. Approval of February 6, 2008 Meeting Minutes:

Ms. Iacomini asked RAC members if anyone had any corrections or additions to the minutes that were sent out. She noted that the minutes had been sent out late. Ms. Everline noted that her name had been spelled incorrectly in the first version of the minutes but that this has since been corrected.

Mr. Sheehan moved approval of the minutes as presented. Ms. Iacomini seconded this motion. Ms. Iacomini called for a vote on Mr. Sheehan's motion.

*In favor:* Ms. Iacomini, Ms. Everline, Ms. Olden, Ms. Sandler, Mr. Sheehan, Ms. Zinkl

*Opposed:* none

*Abstentions:* Dr. Conn, Lillian White, Robin White

The minutes were approved. (6-0-3).

V. Approval of Agenda:

Ms. Iacomini noted that the agenda had changed slightly from what was planned. She said that, originally, the evening was to focus on discussion of communications with Deputy General Manager Gerald Francis, but that the papal visit has come up, and Sara Wilson, from Metro, had asked for feedback from RAC members on printed materials and the website being prepared for the visit. Ms. Iacomini added that there would also be a presentation this evening on the plan for "neutral host" communications, which would allow non-Verizon cell phones to work in Metro's tunnels.

Ms. Everline moved approval of the agenda as presented. Ms. Zinkl seconded this motion. The agenda was approved unanimously (9-0-0).

VI. Special Event Communications:

Ms. Iacomini introduced Gerald Francis, Metro's Deputy General Manager.

Mr. Francis introduced himself and noted that it had been a couple of months since he had been to a RAC meeting, and that he would be back in April to give RAC members an update on Metro's communications initiative, as well as to get their feedback. He noted that there are two upcoming special events, the papal visit and the opening of the new Nationals stadium, which will result in changes to Metro's service. Mr. Francis then introduced Sara Wilson, Metro's Assistant General Manager for Corporate Strategy and Communications.

Ms. Wilson, in turn, introduced Craig Kwieciszski, the project manager for Nationals service and Ann Chisholm, the project manager for the papal visit. She said that she is hoping to get RAC members' feedback on its communications plans, especially the plan for the papal visit and noted that this is the first time in a long time that there will be a special event timed to coincide with a weekday rush hour period. She said that this would result in intense demand on the Metro system and that Metro wants to make sure that its communications to its regular riders as well as to infrequent riders is sufficient.

Ms. Iacomini asked Ms. Wilson about the kind of feedback that she was looking for from RAC members. Ms. Wilson responded that communications for the papal visit have not been finalized, so she is especially looking for suggestions on how to improve both the papal visitors'

brochure (pocket guide) and website. She said that, since the Nationals brochure has already been printed, staff isn't looking as intently for feedback on that, but will take suggestions for changes to the website and can make changes to the brochure in subsequent printings.

Mr. Kwiecinski gave a presentation on the service plans for Nationals game and papal visit. He said that, since members should have received the presentation electronically, he would try to move through it quickly.

Ms. Wilson noted that Mr. Kwiecinski has previous experience coordinating issues related to sports stadiums, since he worked in the mayor's office in Pittsburgh when that city opened a new stadium. She also noted that Ms. Chisholm will act as a liaison to Metro's Operations Control Center to ensure that service levels match crowds after the event.

Mr. Cerny arrived at 6:58 p.m.

Mr. Kwiecinski noted that Metro has been working with the Nationals for the past 10 months to prepare for the ballpark's opening and the message that Metro and the Nationals are trying to convey with its literature is that taking Metro is the best option.

Mr. Kwiecinski then gave a brief overview of the service plan for Nationals games, and added that staff estimates that approximately 60% of fans (or 24,000 per game) will use Metro to reach Nationals Park. He said that the west entrance of the Navy Yard station will be converted to "exit only" prior to games and "entrance only" following games.

He added that Metro has been working with the Archdiocese to get information out for the pope's visit, and that the Archdiocese will be letting Mass attendees know that they need to arrive at the stadium early to go through security and be in their seats prior to 9 a.m. He said that this information will be made available both on Metro's website and in printed materials.

Ms. Wilson mentioned that Metro has developed a special pass for Mass attendees that will be priced at \$9 and allow for unlimited travel on April 19<sup>th</sup>.

Mr. Kwiecinski noted that prior to the Mass, Metro will be running its regular rush hour service and will not have the capacity to add any extra trains. He said that, after the Mass, Metro will run service similar to what it will run after ballgames, with up to 18 extra trains available to be put into service. He added that Metro is prepared for this event, and while there will be challenges in moving so many people, Metro will have staff and volunteers on hand to assist patrons as well as extra mechanics on duty to fix any problems that may arise.

Mr. Kwiecinski said that Metro was trying to get the following messages across to its customers for both ballgame and papal Mass service:

- Plan their trip ahead of time – using Metro' online trip planner;
- Plan to arrive early and leave plenty of time for the trip;

- Be patient – especially after the events, Metro will work to get everyone home safely, but this will take some time due to the large crowds.

Mr. Kwiecinski then concluded his presentation and said that he was happy to answer questions or discuss members' suggestions for the pocket guide and webpage.

Dr. Conn said that, for regular baseball games, it is her understanding that Metro won't be adding any extra cars, especially on the Green line. Mr. Kwiecinski said that there is a plan to add some service to address pre-game ridership and would be converting some 6-car trains to 8-car trains. Ms. Wilson said that on March 17<sup>th</sup>, Metro is expecting to go from 820 to 830 railcars in service during peak periods, which will give Metro the opportunity to add cars on some trains.

Ms. Everline said that she was looking at the papal visit website and suggested moving up the discussion of the papal visit pass to make that information more prominent.

Lillian White asked if Metro would be charging \$5 for the Nationals SmarTrip card. Mr. Kwiecinski responded that Metro would charge \$5 for the card, just like regular SmarTrip cards.

Lillian White added that, people who will be coming for the papal visit will be unfamiliar with the Metro system and would need more detailed information on how to use farecards or SmarTrip cards. She suggested that this information be added to the brochure and website for the papal visit.

Ms. Zinkl asked if there had been any discussion with large employers to try and address the crowds by allowing telework or liberal leave. Ms. Chisholm said that she made a call to the Office of Personnel Management and that this event wasn't really on their radar screen yet. Ms. Iacomini noted that the federal government did something similar for the first Million Man March. Ms. Wilson said that she also made a call to DOT, as their offices are right near the new stadium and their employees would be most affected by crowds at the stadium. Mr. Kwiecinski noted that Metro is working with the Capital Riverfront Business Improvement District, which represents all of the stakeholders in the area.

Ms. Sandler said that suggested that the website show patrons which direction they would be facing when they emerged from the Metro station, similar to what is shown on the "Stationmasters" websites.

Mr. Cortinez said that he wanted to suggest a Spanish-language version of the brochures for both the papal visit and Nationals service.

Robin White asked if there would be a communications plan for bus service reroutes. Mr. Kwiecinski said that there will be some reroutes, but that Metro isn't sure what they will be yet and how bus routes will be affected. Ms. Wilson said that WMATA staff met first with the

Archdiocese in January and that they told them to expect “rolling closures” throughout the city as the pope visits. Ms. Wilson said that there will definitely be some closures, but Metro doesn’t know how wide the security perimeter will be around the stadium. She noted that operations staff at Metro has been notified about the possibility of street closures, even if though the specific information hasn’t been finalized.

Robin White also asked if there has been any communication with Dulles Airport as there may be large numbers of people arriving through Dulles and entering the Metro system at Vienna.

Dr. Conn said that she doesn’t understand how S. Capitol Street will be open during the pope’s visit. Mr. Kwiecinski said that the District Department of Transportation is going to have to get the message out to motorists about street closures, and he noted that the street closures for ballgames will not be as extensive as for the papal visit.

Dr. Conn asked if the papal Mass will take place rain or shine. Ms. Wilson said that the visit will occur rain or shine. Ms. Chisholm noted that the Archdiocese will hand out ponchos if it rains. Dr. Conn suggested adding this information to Metro’s outreach materials.

Ms. Zinkl suggested that Metro might want to add language to its trip planner on the papal visit website that lets customers know that bus routes near the stadium may be disrupted. She also suggested providing outreach materials in French.

Ms. Olden said that she would prefer to see more concise verbiage on the brochure and website – less text and more bullets.

Ms. Iacomini asked how soon Metro will begin making announcements to let riders know that these special events are coming. Mr. Kwiecinski said that passengers will hear announcements for baseball before they hear announcements for the pope’s visit, since baseball season will start first. Ms. Iacomini said that this information should be provided on buses in the area around the stadium.

Dr. Conn said that the information needs to be posted on buses or at bus stops, and also asked about MetroAccess service. Mr. Kwiecinski said that the MetroAccess drop-off point hasn’t been established for either baseball games or for the papal Mass.

Mr. Sheehan suggested placing information about MetroAccess service to the ballpark on the MetroAccess call-in line.

Ms. Chisholm said that the Archdiocese is having tour buses park at RFK stadium and will be designating certain shuttle buses to the Nationals Stadium as ADA-accessible.

Robin White suggested directing MetroAccess customers to a phone line where information can be updated, which would acknowledge that Metro hasn’t forgotten the issue but is still working

to develop a final resolution. She also suggested letting customers know that parking at Metro stations around the time of the papal visit will likely be limited because it coincides with rush hour.

Ms. Iacomini suggested that Metro make clear that parking at Metro stations is limited and that customers should also be aware of reserved spaces that are not available to visitors.

Ms. Everline suggested signs to alert bus riders to the possibility of service disruptions. Ms. Olden added that Metro should focus on getting information out to people who won't be involved in the events, especially commuters who would be affected.

Mr. Sheehan asked when the website would be available to the public and added that materials and downloads would need to be made accessible to people with disabilities. Ms. Wilson said that staff will work with Metro's Office of ADA Programs to ensure that the materials meet Metro's accessibility standards and that Metro may also be able to produce a .pdf of the large print program to make available on the website.

Ms. Iacomini asked what time the gates would be open at the stadium. She suggested that Metro's materials also provide information that would encourage patrons to arrive earlier and to plan their routes in advance. Ms. Iacomini also suggested directing patrons to the Capitol South station as an alternate to using the Navy Yard. Mr. Kwiecinski said that he had concerns about directing patrons who were not regular users to a different station that involves a longer walk to the stadium.

Ms. Iacomini asked staff when the Mass would end. Ms. Chisholm said that the mass is supposed to end at noon but that the Archdiocese will hold events after the Mass to spread out the departing crowds. She also had questions about Metro's ability to add extra trains and suggested that Metro provide information about the cutoff date for ordering papal visit passes online.

Robin White asked if the papal visit overlapped with the cherry blossoms. Staff replied that the two overlapped and that the Nationals' Opening Day also coincided with the circus being in town and the D.C. Marathon.

Ms. Sandler asked if Metro would be charging rush hour fares all day on the day of the pope's visit since it will essentially be providing rush hour service all day. Ms. Wilson said that Metro will charge regular rush hour and non-rush hour fares as normal.

Ms. Everline suggested stationing MIPs near farecard machines because this is where patrons will have the most questions and difficulties interacting with the system.

Dr. Conn said that she lived in New York City during a previous papal visit and things went smoothly because the city closed off streets. She also noted that there will be many senior citizens coming to see the pope and that Metro needs to make sure that its frontline and customer

service employees are well-trained on dealing with senior citizens in advance. Ms. Iacomini also suggested stationing extra elevator and escalator technicians at the Navy Yard station. Mr. Sheehan said that clear announcements for patrons would also be critical in helping them navigate the system.

Ms. Iacomini said that if members had any additional comments, that they should forward them to Mr. Pasek, the staff coordinator. Mr. Kwiecinski said that the website can be updated continually, so if members have comments, those can be incorporated at any point.

Lillian White suggested that Metro put information in its brochure about the handicapped faregates and how they operate.

Ms. Olden suggested that the brochure include more prominent placement of the website address.

Ms. Everline noted that the RAC has a new Communications Committee and that this kind of discussion would be appropriate to take place at that committee. Ms. Iacomini said that she agreed with her but because of the short timeframe in which the brochures needed to go to print.

Ms. Zinkl noted that the only phone number on the brochure is for Metro's Lost and Found. She suggested adding Metro's customer service number on the brochure.

Ms. Iacomini thanked staff for attending the meeting and said that, with members' concurrence, she would send a letter to staff and the Board know that the RAC had the opportunity to weigh in on this topic.

#### VII. Presentation on Neutral Host Communications System:

Chris Peabody, from Metro's Department of Information Technology, gave a presentation on Metro's plans for a "neutral host" wireless communications system which would allow all cell phone providers to offer service in Metro's tunnels.

Mr. Peabody noted that he has presented this information to Metro's Elderly and Disabled Committee and that he's glad to be presenting in front of the RAC. He said that he wanted to receive their input and also wanted to clear up any misinformation that may have resulted from a story in the *Examiner* newspaper a few weeks previously that contained some incorrect information about Metro's contract with Verizon.

Mr. Peabody gave a brief overview of the proposed system. He noted during his presentation that Verizon doesn't have an exclusive contract to provide cellular service in Metro's tunnel, but that providers would need to work through Verizon, since it is a licensee, and no carriers have been able to work out such a deal.

Mr. Peabody's presentation discussed that various services could use the proposed network, including public safety communications, communications for "The Metro Channel" network, and communications from the next generation of railcars.

He noted that this system would be built by a licensee at no cost to Metro. The agreement with the licensee would also provide for a minimum annual guarantee of revenue to Metro, which is estimated at between \$200,000 and \$2 million annually. Mr. Peabody added that, unlike other transit system, wireless access would be available both in underground stations and tunnels on Metro.

Mr. Peabody said that Metro estimates that the service will have an 18-48 month implementation timeline, because Metro would need to install the infrastructure in tunnels during times that trains aren't running.

Ms. Iacomini asked how this program would fit in with the existing contract between Verizon and Metro. Mr. Peabody responded that companies would need to satisfy the "buy-in" clause in the existing contract with Verizon that any neutral host licensee would need to accommodate.

Dr. Conn said that she had concerns about the volatility of the cell phone market and whether carriers selected would be around for the duration of the contract. Mr. Peabody discussed

Ms. Sandler said that she wanted to be clear that cellular companies would be willing to pay several million dollars in order to be able to use a new system.

Ms. Olden said that she is concerned about additional cell users on trains, as well people using their laptops and the effect that might have on riders' experiences. Mr. Peabody said that many people already use their cell phones on the Metro but that the question of the effect that additional users may have on other Metro passengers is a legitimate one and is a debate that other transit system have had.

Ms. White suggested that Metro might develop "quiet cars" as is done on Amtrak trains.

Ms. Everline said that she concurs with Ms. Olden's concerns. She said that she wants to know if other transit systems have implemented a system like the one Metro is considering, and suggested that Metro look at these systems' experiences. Ms. Everline also asked about the effect of this system on Metro's infrastructure. Mr. Peabody said that, currently, there are amplifiers in the system every 800 feet, and the new system would reduce these to every 3000'. He added that the wires and antennas in the system would typically be hidden from passengers' view.

Ms. Everline followed up her question by asking whether the neutral host system would require system shutdowns. Mr. Peabody responded that the RFP, as written, would require that installation wouldn't affect service.

Robin White asked if this RFP would cover future Metro stations, as they're opened. Mr. Peabody said that it would and that he is meeting with staff from the proposed Dulles Corridor extension to discuss extending the service there.

Lillian White said that she had the same questions as Ms. Everline about disruptions to service caused by the installation of the wireless infrastructure. Mr. Peabody responded that the current practice is to do these kind of installations during non-revenue hours. Lillian White also asked if there could be pilot installation before the entire system is installed. Mr. Peabody responded that one of the functions of the wireless system is to improve Metro's public safety communications, which is currently operating on an old, unsophisticated system. He said that the new wireless system would also allow improved operational communications.

Mr. Peabody noted that RAC members offered a lot of good comments and concerns about wireless service and that these are concerns that need to be addressed. He noted, however, that in his experience, many of Metro's customers are already using wireless service underground, where it is available.

Lillian White said that Metro needs to seriously look at the idea of quiet cars as it moves towards installation of the wireless system. She noted that Metro is already able to direct bicycle riders to specific locations and should think about doing so with riders who want to use their cell phones.

Mr. Peabody said that the wireless service is a revenue opportunity and would not only bring in revenue through the terms of the RFP, but may also attract additional riders to the system. He said that in installing its wireless system, the Atlanta MARTA subway expected to attract some new passenger trips and therefore new revenue with the added service.

Ms. White said that she is supportive of the system, but feels that she Metro needs to address the issue of passenger behavior.

Mr. Cerny said that he saw a story in the American Passenger Transportation Association's newsletter on transit agencies' campaigns to improve riders' cell phone behavior and would bring in the article to the Rail Subcommittee's next meeting. Ms. Iacomini noted that she saw an article in the Washington Post recently that touched on both sides of this debate. She added that she would want to use her cell phone if she were stuck in a tunnel or there were some other service disruption, whether or not she was running late.

Robin White added that she was supportive of this and wanted to ask if there would be any environmental or health groups that might be opposed to this. Mr. Peabody responded that he wasn't aware of any opposition and that the wireless signals are already being transmitted in the system, so this doesn't represent a change from current practice.

Dr. Conn asked if there would be a charge for wireless internet service under this proposal. Mr.

Peabody responded that the licensee would make that decision, not Metro. He noted that broadband cards, which don't currently work in Metro's tunnels, would be provided by the cell phone companies. He said that the company who wins the bid might decide to charge for wi-fi access, as it would require additional infrastructure to be installed.

Mr. Sheehan noted that members of the Elderly and Disabled Committee had questions about the network's text-message capabilities. He then asked Mr. Peabody if there was the possibility of Metro's public safety communications interfering with cell phones underground. Mr. Peabody responded that Metro's public safety radios operate on a separate frequency than cell phones and would not interfere with them. Mr. Sheehan also asked about whether it would be possible for riders to receive Metro Channel audio via their cell phones which could provide announcements and information about service disruptions and elevator outages. Mr. Peabody responded that this might be possible if riders have wi-fi enabled cell phones and the Metro Channel is configured to do this, but as proposed, the Metro Channel would provide flat screen monitors that would have this information.

Ms. Zinkl asked how the revenue generated by the license with the neutral host provider would be used and if this revenue would be earmarked for any particular purpose. Mr. Peabody said that, at present, all revenue from leases and other licenses goes into the general fund. Ms. Iacomini told members that currently, advertising revenue was supposed to have been set-aside for station improvements.

Mr. Peabody said that, to recap, what he has heard from the RAC is that Metro needs to consider quiet cars as part of its implementation of this system and also needs to ensure that service disruptions from its installation are minimized. Ms. Iacomini said that, in response to Ms. Everline's comments, it may be useful for staff to provide the Board with information on where such systems have been considered or deployed at other transit agencies in the country.

Mr. Sheehan said that he appreciates that staff has come to the RAC and the Elderly and Disabled Committee at the RFP stage in this and other projects, which allow for changes to be made based on members' comments. Ms. Iacomini noted that she would be sending a note to the Board to let them know that the RAC had discussed this subject and to give them a summary of members' comments and concerns. She asked that if anyone had additional comments to please provide them to her or Mr. Pasek within the coming week.

Mr. Peabody said that he appreciated the opportunity to address the RAC and said that he thinks that this and the Metro Channel are important projects both to upgrade Metro's infrastructure and to improve the passenger experience.

#### VIII. Subcommittee Reports:

Ms. Iacomini then moved the discussion to Subcommittee reports. She noted that the Rail and Communications Subcommittees did not meet in February due to weather issues.

*Rail Subcommittee:*

Ms. Iacomini asked what Mr. Cerny had planned for the coming meeting. Mr. Cerny said that he planned a presentation on recycling as well as a general discussion on strategies for the coming year including cellphone etiquette, station maintenance and rehab. Ms. Iacomini noted that Metro will be undertaking an operational assessment to see if there can be changes made to some of its practices and procedures to improve how the system operates and suggested that the Rail Subcommittee may want to provide some input into that assessment. She also noted that the Board is also looking at the issue of rerouting some Blue Line trains over the Yellow Line bridge and how does Metro operate this service and provide information to its passengers.

Mr. Cerny responded that the issue of rerouting some Blue Line trains is something that the Subcommittee is interested in receiving a presentation on. He said that now that Metro is moving forward with this, it should be discussed by the RAC – both the Subcommittee and likely the full RAC.

*Communications Subcommittee:*

Ms. Everline said that her plan for the meeting was to regroup and discuss some issues that it had tackled in the past as well as to discuss new issues that it may want to consider in the future. She said she would like the Subcommittee to determine its priorities so they can bring them back to the RAC and the Board.

*Bus Subcommittee:*

Ms. Iacomini noted that Bus met last month with a small group and received a presentation from Jim Hamre about the 30-Line study and discussed that members had positive comments about how the study was conducted and how riders and the public were involved in the study. She noted that Dr. Bracmort, the Bus Subcommittee chair would be back later in the month.

*Budget Subcommittee:*

Ms. Iacomini noted that Lillian White agreed to chair the RAC's Budget Subcommittee. Lillian White said that the Budget Subcommittee hasn't met yet, but is trying to line up Rick Harcum for its meeting next week along with the having a jurisdictional representative at a future meeting to give input on the budget from that perspective.

Lillian White said that she's encouraging the RAC to get a position together for the '09 budget process to allow Ms. Iacomini to have something to present to the Board prior to the adoption of the FY09 Budget.

Ms. Iacomini suggested that the Committee discuss with the budget director how priorities advocated by the RAC such as cleaner stations, better public address systems, etc. are reflected in the budget. She said that she thinks that this is a topic that the RAC can weigh in on. Ms. Iacomini said that some of these priorities may be contained in the capital, rather than the operating budget. She suggested that members think about what their priorities are, operationally and send that information to Ms. White or Mr. Pasek.

Lillian White said that some of the things that the RAC has discussed are already include in the FY09s budget. She said that also wanted to encourage Subcommittee members to develop positions on the budget process.

Lillian White noted that the Budget Committee is planning to meet on March 11<sup>th</sup> at 6:30 p.m. and that any members who wish to come are welcome. Ms. Iacomini noted that this meeting is outside of the regular schedule for Subcommittee meetings and that the RAC should return to this schedule as soon as possible.

IX. New Business:

Ms. Zinkl said that she had received an inquiry from someone in the Brookland neighborhood about the escalator at the east station exit. She noted that the escalator has been out of service for several months, forcing riders to either use the stairs or take a circuitous to reach the station's west exit. Ms. Zinkl noted that the estimated date for this escalator to return to service has been delayed repeatedly and by a period of several months.

Ms. Iacomini suggested that she discuss this item with WMATA Board members as RAC members are appointed by Metro's Board of Directors. She also suggested that the RAC's relationship with Metro staff could prove helpful in this situation.

Mr. Sheehan said that the E&D Committee deals with elevator/escalator availability and that he was surprised that this particular escalator has been out-of-service for such a long time. He suggested that Ms Zinkl should also talk with David Lacasse on Metro's staff to see if he can help fix this problem.

Ms. Zinkl said that while she isn't familiar with all of the specifics of the situation of the escalator at Brookland, she said that the community has concerns with the length of time it is taking to make repairs. Ms. Iacomini said that she corresponded with Mr. Lacasse about a broken escalator at Capitol South which was out-of-service for almost a year, and said that she thinks that there is some benefit to involving the Board of Directors in this issue to raise its profile.

Mr. Cerny noted that the RAC Rail Subcommittee hasn't received a presentation on escalator canopies and the criteria for their installation. Ms. Iacomini said that these installations are determined by factors such as escalator reliability as well as the capital budget and that it may be helpful for the RAC to understand these criteria so that, as Metro develops its next capital budget, it can provide input to the Board on canopy installations.

X. Adjournment:

Ms. Iacomini said that she didn't have any additional new business and thanked everyone for coming to the meeting. She encouraged members to attend the upcoming Subcommittee meetings. Without objection, Ms. Iacomini adjourned the meeting at 8:29 p.m.