



Accessibility Advisory Committee (AAC)
Thursday, September 10, 2026 – 1:00 PM

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AGENDA

Accessibility Advisory Committee (AAC)

1	Member and Staff Introductions Housekeeping Items	1:00 – 1:10 pm Kathleen Barajas, Chair
2	ACTION: Approval of August 13, 2026 Minutes	1:10 – 1:20 pm Kathleen Barajas, Chair
3	INFORMATION: Metro Youth Council	1:20 – 1:25 pm Tania Taylor
4	INFORMATION: Reporting from 2026 World Cup Activities	1:25 – 2:00 pm Metro Staff
4	COMMITTEE UPDATES	2:00 – 2:30 pm AAC Committee Members
5	PUBLIC COMMENT	2:30 – 2:45 pm Kathleen Barajas, Chair (2 minutes per speaker)



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6	ADJOURNMENT	2:45 - 3:00 pm Kathleen Barajas, Chair
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Meeting Minutes for August 13, 2026

Los Angeles County Metropolitan Transportation Authority
Accessibility Advisory Committee

Members in Attendance:

Kathleen Barajas (Chair)
Greg Kuhl (First Vice-Chair)
Fernando Roldan (Second Vice-Chair)
Jared Rimer
Cynde Soto
Ellen Blackman
Deaka McClain
Greg Kuhl
Raul Tafoya
Blanca Angulo
Daniel Garcia
Arlene Descargar



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Olga Parra

Karen Esquivel-Mayes

Fran Sereseres



Excused:

Antonio Mendez

Max Romero

Absent:

Kevin Dixon

Mark Panitz

1. CALL TO ORDER

Chair Kathleen Barajas called the meeting to order and welcomed members and guests. Metro staff asked participants to exercise kindness when interacting with other members, presenters, and members of the public. Staff announced that a quorum had been established.

2. ACTION: Approval of June 11, 2026 meeting Minutes

Gregory Kuhl motioned to approve the June 11, 2026 meeting minutes, and Cynde Soto seconded the motion. A roll-call vote was conducted. The minutes from the June 11, 2026 meeting were approved by roll call vote.

3. INFORMATION: Elevator Maintenance and Repair

Carlos Martinez from LA Metro's Contracted Maintenance team presented an overview of elevator and escalator maintenance. He explained that his department oversees 65 contracts, including Metro's seven-year elevator and escalator maintenance contract. Metro currently has 465 vertical-transportation units: 260 elevators and 205 escalators. Mitsubishi personnel are assigned to the system every day from 6:00 a.m. to 9:00 p.m., including weekends and holidays. Approximately 30 mechanics work the morning shift, with seven additional roaming mechanics assigned during the afternoon and evening overlap. Mechanics receive service calls directly by Metro radio from Rail Operations Control or Bus Operations Control. The contract requires a mechanic to arrive within 30 minutes between 6:00 a.m. and 9:00 p.m. and within one hour during overnight hours. Contractual damages may apply when response-time requirements are missed, when a unit remains out of service for more than 72 hours, or when the same problem is reported three times within a rolling 72-hour period.

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redundant accessible path receive priority when an elevator outage would make the station inaccessible.

Mr. Martinez explained that repair duration depends on the failure. Minor button or light repairs may be completed quickly, while motor, electronic-board, and other major repairs can take days because of parts availability. Older and obsolete equipment presents the greatest challenge. Metro has been obtaining or fabricating multiple replacement parts when possible so that future failures can be repaired more quickly. For elevator entrapments, both an elevator mechanic and 911 are dispatched.

Mr. Martinez described a three-phase capital program to replace 80 older escalators and modernize 117 elevators. Engineering for the first phase was reported to be approximately 90 percent complete, with construction expected to begin in early 2027 and the first group of improvements planned before the 2028 Olympic and Paralympic Games. The overall program is anticipated to continue through approximately 2032. He recalled an early estimate of approximately \$614 million in 2017 dollars and stated that current costs may approach \$1 billion. Future expansion projects are also expected to increase the system total to more than 530 units. New stations are being designed with redundant elevators. Metro currently relies on staff, ambassadors, station managers, CCTV personnel, and customers to report outages. A dedicated monitoring system is being installed to send text and email notifications when a unit goes out of service. Contracted Maintenance also sends daily reports regarding scheduled outages to operations control and Metro communications staff. Mr. Martinez noted that other departments manage



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Members asked whether more preventive maintenance could be performed during non-revenue hours to reduce daytime disruption. Mr. Martinez said overnight work is performed in some circumstances and agreed that broader use of non-revenue hours could be examined, subject to operational and cost considerations. Members urged Metro to study the feasibility of providing redundant elevators at older stations, recognizing that some locations would require major reconstruction. Mr. Martinez agreed to share the recommendation with Maintenance of Way

Engineering and the applicable capital project teams.

Specific accessibility concerns included elevator buttons that are difficult to press or reach; activation controls at the Union Station East Portal; the absence of an exterior call button at some locations; missing or removable out-of-service notices; and the need for signs that identify the expected return-to-service date and the nearest accessible alternative. Participants also discussed odors in older elevators. Mr. Martinez explained that maintenance efforts include sealing porous concrete and placing deodorizing



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4. COMMITTEE REPORTS

Jared Rimer presented an accessibility report covering recent Metro Board and committee activity. He noted discussion of language access, open-payment systems, shuttle service, restrooms, Tap-to-Exit, and continuing elevator and escalator concerns. Metro reported that restroom installations at 64 sites were complete and that 22,705 homeless-outreach placements had been achieved against a goal of 21,000.

The Board also considered proposals concerning rider and transit-advocate representation, including a review of Metro's advisory committee structure and possible additional rider representation on the Board. Mr. Rimer



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reported that the Board approved Fiscal Year 2027 funding for Access Services not to exceed \$240,986,909, including operating and capital expenses and funding paid directly to Metrolink for its participation program. He stated that the full report was available through his website in print and Braille formats.

Fernando Roldan asked the Committee to support restoration of same-day Access Services reservations and expanded Antelope Valley service on weekends and holidays. Fayma agreed that the comments could be forwarded to Access Services, and Metro staff agreed to provide the relevant transcript. Members discussed submitting related comments to the Metro Board and coordinating with the appropriate Access Services committee.

A member of the public reported that the online meeting listing linked to an outdated agenda. Metro staff stated that the August agenda had been sent to the web team for posting and agreed to follow up. Karen Esquivel-Mayes thanked Ruben and Metro for bringing a bus to the Braille Institute so students could practice communicating with operators, locating seats, and preparing for independent bus travel. She noted that a future session is planned for students who are deafblind.

5. NEW BUSINESS

No new business.



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6. PUBLIC COMMENT



During public comment, participants recognized improved blue wheelchair-access signage at Union Station and announced an upcoming virtual Access Services community meeting. A request was made to include AAC meetings in the weekly Customer Experience email announcing events and advisory group meetings so that more members of the public can participate.

Additional suggestions included collaboration between Metro and Access Services to identify restroom locations for riders on lengthy trips; continued evaluation of thermal-shade pilots; and consideration of making hydration stations and calming pods available beyond major-event activations. Participants encouraged the AAC to communicate these recommendations collectively to the Metro Board and asked whether the AAC could provide a quarterly report. Metro staff stated that the AAC does not currently provide a quarterly Board report. Members were also encouraged to attend Board and committee meetings and provide public comment.

7. ADJOURNMENT

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Thursday, September 10, 2026 – 1:00 PM

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