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October 22, 2026

VIA EMAIL TO THE BOARD SECRETARY

The Honorable Doug Chaffee, Chair
and Members of the Board of Directors
Southern California Regional Rail Authority (Metrolink)
Attention: Darren Kettle, Chief Executive Officer
900 Wilshire Boulevard, Suite 1500
Los Angeles, CA 90017

Re: Preserve Antelope Valley Line Service at Sylmar and Secure Funding for Metrolink's FY 2027 Service

Dear Chair Chaffee and Directors:

The Sylmar Neighborhood Council appreciates the difficult position the Board is in. We urge the Board to protect Antelope Valley Line service and to join us in pressing for the funding that makes that protection possible. We ask that this letter be entered into the record for the Board's November 13 public hearing and for any later consideration of FY 2027 service levels.

Our Concern

Sylmar/San Fernando is the only rail station in our community. It connects us to Burbank, Glendale, Downtown Los Angeles, and destinations beyond, and no planned Metro line replaces those connections. After Metro decided in December 2025 to end the East San Fernando Valley light rail project short of Sylmar, Metrolink became the planned rail connection for our neighborhoods. Reducing service cuts directly into that promise.

The Board is considering "Scenario 8," which, compared with today's schedule, would cut the Antelope Valley Line from 30 to 22 weekday trains (a 27 percent reduction) and from 24 to 8 weekend trains (a 67 percent reduction). The Antelope Valley Line's weekend cut is the largest of any line; the systemwide weekend cut is 40 percent. For Sylmar riders, the draft timetable means:

- No weekday train leaves Sylmar toward Los Angeles between 9:43 a.m. and 2:24 p.m.
- Weekend service falls to four trains in each direction, with gaps of two to three hours or more.

Service this sparse is hard to use for anything except a fixed commute, and every reduction in usefulness carries a ridership cost. Weekday ridership fell about 4 percent after the March reductions, and the budget depends on ridership recovery.

The timing also runs against the market. Gas prices in California averaged above \$6 a gallon this spring, and Metrolink itself reported ridership gains as prices spiked. Caltrain's ridership grew 38 percent in

FY 2026 on more frequent electrified service, helped by higher gas prices. Metrolink's riders are looking for alternatives to driving, and weekend service in particular is how many of them first try the train.

What We Respectfully Ask the Board to Do

1. **Protect the Antelope Valley Line's midday and weekend service**, which serves riders who cannot commute at peak hours. If cuts must be made, please apply them evenly across lines rather than heavily on this line, and release line-level ridership and cost data so the public can evaluate the tradeoffs.
2. **Phase and condition any reductions**. Consider delaying implementation beyond January 4, 2027, while Metro, OCTA, and the State consider funding, and adopt a restoration plan with defined triggers so that reductions are not permanent by default.
3. **Keep up the advocacy**. We are writing to Metro, to our State legislators, and to Representative Rivas to ask for full funding and State operating support, and we ask the Board to carry the same message forcefully to its member agencies and to Sacramento.
4. **Advance Sylmar's capital projects**. Please provide a status update on SCORE projects on our line, including the Balboa Double Track Extension, and on coordination with Metro's Brighton to Roxford Double Track Project, which is designed to deliver Quiet Zone-ready crossings, with added platforms under consideration at Sylmar/San Fernando. SCORE's goal of 30-minute service on the Antelope Valley Line only makes sense if the base service is preserved.

We would welcome the chance to meet with Metrolink staff, and we are happy to help spread the word about service changes to Sylmar riders.

Respectfully,



Kurt Cabrera Miller
President, Sylmar Neighborhood Council

Approved by the Sylmar Neighborhood Council at its regular meeting on October 22, 2026.