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Agenda

Southern California Regional Rail Authority

BOARD OF DIRECTORS

JUNE 26, 2026

Los Angeles County Metropolitan Transportation Authority

Orange County Transportation Authority

Riverside County Transportation Commission

San Bernardino County Transportation Authority

Ventura County Transportation Commission

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BOARD ROSTER
SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

County	Member	Alternate
Orange: 2 votes	Doug Chaffee (*Chair*) Supervisor, 4th District County of Orange OCTA Board	William Go* Council Member City of Irvine OCTA Board
	Tam Nguyen Public Member OCTA Board	Mark Tettemer* Council Member City of Lake Forest OCTA Board
Riverside: 2 votes	Brian Berkson *(Vice-Chair)* Mayor City of Jurupa Valley RCTC Board	Michael Vargas* Mayor City of Perris RCTC Board
	Karen Spiegel Supervisor, 2nd District County of Riverside RCTC Board	Linda Molina* Council Member City of Calimesa RCTC Board
Ventura: 1 vote	Tony Trembley *(2nd Vice-Chair)* Council Member City of Camarillo VCTC Board	Bob Engler Mayor Pro Tem City of Thousand Oaks VCTC Board
Los Angeles: 4 votes	Kathryn Barger Supervisor, 5th District County of Los Angeles Metro Board	Eric Ohlsen Mayor City of Palmdale Metro Appointee
	Ara Najarian Council Member City of Glendale Metro Board	Walter Allen, III Council Member City of Covina Metro Appointee
	Tim Sandoval Mayor City of Pomona Metro Board	Pam O'Connor Metro Appointee

Updated: 04.30.26

	Member	Alternate
	Hilda Solis Supervisor, 1st District County of Los Angeles Metro Board	Gustavo V. Camacho Mayor City of Pico Rivera Metro Appointee
San Bernardino: 2 votes	Larry McCallon Council Member City of Highland SBCTA Board	Javier Dutrey* Mayor City of Montclair SBCTA Board
	Alan D. Wapner Mayor Pro Tem City of Ontario SBCTA Board	Ray Marquez* Vice Mayor City of Chino Hills SBCTA Board

EX-OFFICIO MEMBERS

San Diego Association of Governments:

Joy Lyndes
Council Member
City of Encinitas

Southern California Association of Governments:

Marty Simonoff
Mayor Pro Tem, City of Brea

State of California:

Gloria Roberts
District Director, Caltrans District 7

Alternate:
Marlon Regisford
Caltrans District 7

*Alternate represents either member

BOARD OF DIRECTORS MEETING

FRIDAY, JUNE 26, 2026 – 9:00 AM
LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY (METRO)
BOARD ROOM
ONE GATEWAY PLAZA, 3RD FLOOR
LOS ANGELES, CALIFORNIA 90012

AGENDA DESCRIPTIONS

The agenda descriptions are intended to give notice to members of the public of a brief general description of items of business to be transacted or discussed. The posting of the recommended actions does not indicate what action will be taken. The Authority may take any action that it deems to be appropriate on the agenda item and is not limited in any way by the notice of the recommended action. The Chair reserves the right to discuss the items listed on the agenda in any order.

A person with a disability may contact the Board Clerk's office at (213) 452-0255 or via email BoardSecretary@scrra.net at least 72-hours before the scheduled meeting to request receipt of an agenda in an alternative format or to request disability-related accommodations, including auxiliary aids or services, in order to participate in the public meeting. Later requests will be accommodated to the extent feasible.

SUPPORTING DOCUMENTATION

The agenda, staff reports and supporting documentation are available from the Board Clerk, located at 900 Wilshire Blvd., Suite 1500, Los Angeles, CA 90017, and on the Metrolink website at www.metrolinktrains.com under About > Agendas & Documents.

PUBLIC COMMENTS ON AGENDA ITEMS AND ITEMS NOT ON THE AGENDA

Metrolink welcomes comments from the public. Please fill out a Speaker's Form and submit it to the Board Clerk before the start of the meeting. If you know in advance of the meeting that you would like to make a public comment during the meeting, you may also email BoardSecretary@scrra.net. Please include your name and the number of the agenda item on which you would like to speak, or if you would like to speak on a non-agenda item. Each speaker will be allotted no more than 3 minutes to speak. This time frame may be extended or limited by the Board Chair in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting. **Public Comment on Non-Agenda Items:** Please indicate on your speaker form that you wish to speak on a non-agenda item. Comments should be limited to matters within Metrolink's subject matter jurisdiction. **Public Comment on Agenda Items:** Speakers on individual agenda items will be called in order of sign-up before any Board action is taken on the item. Comments should be limited to the agenda item.

1. **Call to Order**

2. **Safety Briefing**

3. **Pledge of Allegiance**

4. **Roll Call**

5. **Public Comment**

6. **Approval of Consent Calendar Items: 12.A-12.I**
   All Consent Calendar items are listed at the end of the agenda.

7. **PUBLIC HEARING**

   7.A **Adopt Fare Structure Pilot, Approve Limited Fare Increases, and Receive Results of Public Comment**

   On May 1, 2026, the Authority initiated public outreach to seek public feedback on proposed fare and service changes. The public comment period remained open through the Public Hearing to be held in conjunction with the June 26, 2026 Board Meeting. This report provides a summary of public comments received regarding potential fare and service changes, a Title VI equity analysis, the California Environmental Quality Act (CEQA) finding, and staff recommendations for limited increases in fares.

   It is recommended that the Board:
   1. Adopt Metrolink's current simplified ticket and discount fare structure, including the 50% discount on student fares, as part of Metrolink's regular fare structure once the fare pilot ends on June 30, 2026; and
   2. Raise the price of the SoCal Day Pass from $15 to $19 on weekdays, and from $10 to $12 on weekends, and raise the price of the one-way ticket by 14% for implementation not before October 1, 2026; and
   3. Defer decisions on FY27 service reductions until next month; and
   4. Adopt the CEQA finding; and
   5. Receive the results of the Title VI fare equity analysis; and
   6. Receive a summary of the public feedback received during the public outreach; and
   7. Receive the updated Fare Policy document.

   Assuming current service levels, the October 1, 2026 fare increase will generate $1.667 Million in additional fare revenue in FY27.

8. **REGULAR CALENDAR**

   8.A **Successor Collective Bargaining Agreement with the Amalgamated Transit Union Local 1277**

   Approval of the successor one-year collective bargaining agreement covering wages, benefits, and working conditions with the Amalgamated Transit Union Local 1277.

It is recommended that the Board approve a one-year successor Collective Bargaining Agreement as detailed in the attached Collective Bargaining Agreement (CBA) covering wages, benefits, and working conditions with the Amalgamated Transit Union Local 1277. The term of the CBA shall be from July 1, 2026 through June 30, 2027. This agreement is consistent with the Board authority as provided to the negotiating team.

The agreed upon increase amount is 3% which totals ~$143,538.00.

8.B Annual Renewal of Insurance Program for 2026-27 Fiscal Year

The Authority requires insurance to effectively manage its operating and other major risks and ensure its continued economic viability in the event of a catastrophic event. Authorization is required to renew the listed insurance policies for Fiscal Year 2026-27.

Budget, Audit, and Finance Committee recommended (3-0) the Board authorize the Chief Executive Officer to purchase insurance for the 2026-2027 insurance year for a total premium cost not to exceed $17,678,205, as indicated below. Since the Committee meeting, we have received updated quotes for Auto Liability and Workers' Compensation. The new not to exceed total cost for all policies is $17,478,592, as indicated below.

Sufficient funding is included for this level of premiums in the proposed FY2026-2027 budget, which is contingent upon Board approval.

8.C FY27 Budget Development Update

Staff will provide an update on the status of development of the FY27 Budget.

Receive and file.

8.D Approval of Request for a Three-Month Continuing Appropriations Resolution for the Authority's FY2026-27 Operating Budget

The Authority is required, under the Joint Powers Authority (JPA), to transmit and adopt Metrolink and Arrow operating budgets by June 30, 2026. Due to delays in preparing the Metrolink Operating Budget and in adopting the Arrow budget, the Authority could not meet the JPA-prescribed deadline. Board-approved Finance Policy 1.1 allows the Board to adopt a continuing appropriation resolution until the SCRRA proposed budgets are approved.

Budget, Audit, and Finance Committee recommended (4-0) that the Board approve:

1. The request to delay transmittal of the proposed FY27 Operating Budget to the Member Agencies and defer consideration and adoption of the proposed FY27 Operating Budget by June 30th as required by the Joint Powers Authority; and

2. Approval of a three-month continuing appropriations resolution in lieu othe Authority's Metrolink FY27 Operating Budget. This allows extended time for development and transmittal of a Proposed FY27 Budget from the Authority to the Member Agencies, with adoption no later than September 30, 2026; and
3. Approval of a three-month continuing appropriations resolution for Arrow Service (Operations and Capital), with adoption of a FY27 Budget no later than September 30, 2026.

Approval of this item will provide temporary funding for Metrolink and Arrow without the adoption of a budget. At such time as FY27 budgets are adopted, the amounts due from Member Agencies for the entire year will be as adopted, and any adjustments to 1st-quarter support paid under the continuing resolution will be reflected in their 2nd-quarter invoices.

8.E Approval for Continuation of Spending on FY27 Carryforward of Capital Projects Approved in Prior Years

The Board is being asked to approve the carryforward of authority for prior-year capital appropriations that will remain unspent at the beginning of each subsequent future fiscal year. Because the FY27 Capital Budget will not be adopted by June 30, 2026, this action by the Board is required in order to continue spending on such projects without interruption.

Budget, Audit, and Finance Committee recommended (3-0) that the Board approve continued spending of Capital Carryover, not to exceed project amounts approved in prior years.

There is no budget impact as a result of the adoption of this item by the Board.

8.F June Legislative Update

Staff provides a regular monthly update on current legislative affairs.

Receive and file.

9. Chief Executive Officer's Report

- Authority Update

10. Board Members' Comments

11. Chair's Comments

12. CONSENT CALENDAR

12.A Approval of Meeting Minutes - May 22, 2026 Regular Board Meeting

It is recommended that the Board approve the Minutes of the May 22, 2026 Regular Board Meeting.

12.B Contract No. MS289-22 - Track and Signal Infrastructure Maintenance and Support Services - Herzog Contracting Corporation - Increase Contract Authority for Base Maintenance Services for FY26-27

Contract authority for Base Maintenance services for the contract performance period (FY26-FY27) is required to provide inspection, testing, reporting, and maintenance for track, structures and right-of-way and maintenance of wayside Train Control, Communications, Signals Systems to stay in compliance with Federal Railroad Administration (FRA) regulations as well as to support capital, rehabilitation, and third-party external projects.

It is recommended that the Board authorize the Chief Executive Officer to approve the base maintenance contract authority for Contract No. MS289-22 for Track and Signal Infrastructure Maintenance and Support Services with Herzog Contracting Corp in a not-to-exceed amount of $49,508,107.82 for FY26-27.

The amounts for which base maintenance annual contract authority is requested are included in, and are contingent upon, the adoption of the Proposed FY27 Operating Budget and the FY27 Arrow Budget. Funding for subsequent years will be requested through the annual budget or an equivalent process. There is no financial commitment with respect to subsequent years, and work will be authorized only if funding is approved.

12.C Contract No. SP655-27 - Printing Services - Recommendation to Award - Eclipse Printing dba James Litho

The Authority requires a full-service print services vendor to provide pre-press, printing, packing and distribution services in support of marketing collateral, train schedules and signage initiatives. The selected vendor will assist Metrolink in achieving its marketing objectives to increase ridership, reinforce the brand, and provide essential and timely train information to customers and key audiences.

It is recommended that the Board authorize the Chief Executive Officer to award Contract No. SP655-27 to Eclipse Printing dba James Litho to provide Printing Services for a base term of three years with two one-year options. Options will be exercised at the discretion of the Authority's CEO, and subject to funding availability. The requested total not-to-exceed contract authority is $750,000 for the three-year base period plus $250,000 for each one-year option, for a total of $1,250,000. This award is subject to the resolution of any timely filed protest.

Funding for the first year of this contract is included in the proposed Fiscal Year 2026-27 Marketing Budget and is contingent upon its adoption by the Authority Board. Funding for subsequent years will be requested through the annual budget process. There is no financial commitment with respect to future years; work will only proceed if funding is approved.

12.D FY2026-27 Annual Contract Authority for Purchase of Various Original Equipment Manufacturer Components, Information Technology Products, Administrative and Operating Services, Maintenance, Repair, and Operations Services, and Leases.

Annual authorization is required to continue the purchase of various Original Equipment Manufacturer (OEM) components, Information Technology products, administrative and operating services, maintenance, repair, and operations services, and leases.

It is recommended that the Board authorize the Chief Executive Officer to approve the contract authority of the list of Annual items in Attachment A in a total not-to-exceed amount of $28,894,801 for FY2026-27, and to extend the terms to June 30, 2027, contingent upon Board approval of the FY2026-27 Operating Budget. The approval of contract authority does not represent a commitment in the Budget, and purchases will be based on actual needs and subject to budget availability.

The amounts for which annual authority is requested are included in, and contingent upon, the adoption of the Proposed FY2026-27 Operating Budget. For the period July 1, 2026 through September 30, 2026 funds will be provided by the FY27 Continuing Appropriations Resolution, and contingent upon its approval.

12.E Rail-2-Rail Agreement - Time Extension No. 9

The current Rail-2-Rail (R2R) Agreement with the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency (LOSSAN) and the National Passenger Railroad Corporation (Amtrak) was last extended to June 30, 2026. An amendment to the agreement is needed to continue the program past June 30, 2026.

Usage of the R2R program has also increased significantly in the last year. Since the program is paid for on a per-passenger basis, the cost of the program has also increased. This requires an amendment to increase contract authority.

It is recommended that the Board authorize the Chief Executive Officer to negotiate and execute an amendment which extends Agreement No. L-9-0005 between LOSSAN, the Southern California Regional Rail Authority (Authority), and Amtrak to continue the Rail-2-Rail (R2R) program for up to a six-month term through December 31, 2026, and increase the total maximum contract value to $6,708,887.

An increase in total contract authority is requested of $1,487,208, for a new total of $6,708,887. The total authority in FY26 for FY26 R2R and codeshare usage is $1,500,000. The total authority for the first six months of FY27 is $675,000. These amounts are included within the FY26 budget and drafts of the FY27 budget. Expenditure of funds is contingent upon adoption of the FY27 budget.

12.F Recommendations for Improving the Performance of the LOSSAN Rail Corridor

Senate Bill 1098 (Blakespear, 2024) requires the California State Transportation Agency (CalSTA) to develop and present a report to the state Legislature identifying recommendations for improving the performance of the LOSSAN Corridor connecting San Diego, Los Angeles, and San Luis Obispo. The 351-mile route is the busiest state-supported Amtrak route and the second busiest intercity rail corridor in the nation. The report is required to be presented to the Boards of Directors of Metrolink, LOSSAN and North County Transportation District before submittal to the Legislature. CalSTA staff will present key findings of the draft report and be available to answer questions.

Receive and file.

12.G Report of Financial Results for the 10 months ending April 2026

This report covers monthly Ridership, Revenue, and Financial Operating Performance for the ten months ended April 30, 2026.

Receive and file.

12.H Performance Audit: Inventory Obsolescence Controls

The Internal Audit Department (Internal Audit) completed the Performance Audit: Inventory Obsolescence Controls (2026-04-IA).

Receive and file.

12.I Capital Program Status Report

Staff is providing an update on the progress of the Authority's Capital Program, including the Southern California Optimized Rail Expansion (SCORE) Program and the State of Good Repair Program.

Receive and file.

13. ADJOURNMENT

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ITEM ID:	**2026-206-0**
TRANSMITTAL DATE:	**June 18, 2026**
MEETING DATE:	**June 26, 2026**
TO:	**Board of Directors**
FROM:	**Lisa Bahr, Chief Customer Experience Officer** **Tom Schamber, Chief Financial Officer**
SUBJECT:	**Adopt Fare Structure Pilot, Approve Limited Fare Increases, and Receive Results of Public Comment**

Issue

On May 1, 2026, the Authority initiated public outreach to seek public feedback on proposed fare and service changes. The public comment period remained open through the Public Hearing to be held in conjunction with the June 26, 2026 Board Meeting. This report provides a summary of public comments received regarding potential fare and service changes, a Title VI equity analysis, the California Environmental Quality Act (CEQA) finding, and staff recommendations for limited increases in fares.

Recommendation

It is recommended that the Board:

1. Adopt Metrolink's current simplified ticket and discount fare structure, including the 50% discount on student fares, as part of Metrolink's regular fare structure once the fare pilot ends on June 30, 2026; and
2. Raise the price of the SoCal Day Pass from $15 to $19 on weekdays, and from $10 to $12 on weekends, and raise the price of the one-way ticket by 14% for implementation not before October 1, 2026; and
3. Defer decisions on FY27 service reductions until next month; and
4. Adopt the CEQA finding; and
5. Receive the results of the Title VI fare equity analysis; and
6. Receive a summary of the public feedback received during the public outreach; and
7. Receive the updated Fare Policy document.

Strategic Commitment

This report aligns with the Strategic Business Plan commitments of:

- **Customers Are Our Business**: We respect and value our customers, putting them at the heart of all we do, and work hard to attract and retain new customers by understanding their needs and finding new and innovative ways to bring them on board.

- **Modernizing Business Practices**: We will improve our operational efficiency through transparency, objective metrics and streamlined governance, reducing over-reliance on subsidy while bringing our system into a state of good repair and investing in the development of our employees. The fare policy changes will strengthen the fare structure and help meet the FY27 budget requirements.

Background

Fare Pilot Evaluation

Since July 1, 2025, the Authority has tested a new simplified fare structure with fewer ticket types, lower monthly pass prices, and expanded fare discounts during a six-month pilot program to test customer response. At its meeting on November 14, 2025, the Board received a preliminary evaluation of the pilot program's performance and the new 50% student fare discount. This updated evaluation covers the period through March 2026. This evaluation utilizes the latest ticket sales data, conductor counts, and the results from recent customer opinion surveys. Results show a strongly positive customer response to the simplified fare structure and the new student discount.

Farebox revenue up 14%

In the nine months since July 2025, total farebox revenue grew by 14% to $27,458,112 from $24,042,436 during the same period a year earlier. Student fares alone account for 16.0% of total farebox revenue in FY26, that is up from 14.5% before the pandemic.

Ridership growth up 1%

Total ridership growth for the nine months ending March 2026 reached 1% compared to the same period a year ago, despite the end of free student fares in July 2025. Ridership among non-students grew by 3%, helping to offset a decline in student ridership since the end of the free Student Adventure Pass.

Student ridership down 6%

The transition from the free Student Adventure Pass to a 50% student fare discount resulted in an expected drop in student ridership. However, student ridership declined less than anticipated. Compared to the same period a year earlier, student ridership declined by 6% with most of that decline occurring on weekends. However, the number of active student mobile accounts of students who rode Metrolink at least once per month has reached a new record with 24,338 active mobile accounts in March. This is a 19% increase over March in 2025!

Growing Monthly Pass sales

The July 2025 fare restructuring lowered the price of monthly passes by an average of 11%. Customers responded with a 44% increase in sales and revenue growing by 25%. After accounting for the discontinuation of the 7-Day Pass and the shift of those buyers to the monthly pass, net monthly pass revenue increased by nearly 13%. Since the fare

restructuring, monthly passes account for 31% of ridership, up nearly 10 percentage points from 22% a year earlier.

Popular Day Passes
The introduction of the $15 SoCal Day Pass and the $5 LA Zone Pass became one of the most popular features of the fare pilot, accounting for 21% of weekday ridership. More than half (53%) of day passes are purchased with a discount, such as student, senior, disabled, military, or low-income. Sales of the new L.A. Zone Pass reached 3,072 in March. The total number of trips with both origin and destination within the L.A. Zone grew by 22%, with the L.A. Zone Pass accounting for 11% of those trips.

Growth in discounted ridership
The introduction of the Veterans Discount and the greater availability of all discounts made the service more accessible for disadvantaged populations. Despite a 6% decrease in student ridership, this decline was offset by strong ridership growth among seniors, the disabled, the military, and veterans. Regular (undiscounted) ridership remained unchanged from a year ago, while total discounted ridership grew by 2% to account for 44% of total ridership, which is unchanged from a year earlier.

Budget Shortfall
In response to an expected budget shortfall for FY27, the Authority has developed plans to reduce operating costs by significantly reducing service in FY27 and generate new fare revenue by increasing the price of certain fare products. On May 1, 2026, the Authority initiated the public outreach process to seek public feedback on proposed fare and service changes.

This item provides a discussion of recommended fare policy changes below. Recommendations for service reductions in response to the FY27 budget shortfall have not yet been finalized and will be presented to the Board in July.

Discussion

Fare Recommendations

Adopt Fare Pilot:
The current fare pilot will end on June 30, 2026. Unless adopted as part of Metrolink's regular fare structure, fares will revert to the old fare structure and result in higher costs and confusion for customers who have grown accustomed to the current ticket types and discounts. Customer feedback shows overwhelming support for keeping the current pilot fare structure. Staff recommends adopting the fare pilot, including the 50% student fare discount, as part of Metrolink's regular fare structure.

Fare increase:
The Authority has not raised fares in 13 years. Given the current budget constraints, staff recommends the following limited fare increases to balance the need for service reductions in FY27.

- **One-way Tickets** are Metrolink's most popular ticket type, accounting for 34% of trips taken. In the last 13 years, the price of the Metrolink One-way Ticket has not changed.

On some lines, such as the Antelope Valley Line and the San Bernardino Line, the price is even 25% lower today than it was in 2013. Staff recommends raising the price of the One-way Ticket by 14%, which reflects an average price increase of $0.81, from $5.78 to $6.59. For comparison, overall prices have increased by 44% due to inflation since 2013.

- **SoCal Day Passes** have become a popular choice for new and infrequent Metrolink riders and now account for 21% of weekday ridership. Weekday SoCal Day passes are priced at $15 full fare. However, since the majority (53%) of SoCal Day Passes are sold with a discount, the average revenue per pass sold is reduced to $11.08 which has resulted in lower than expected farebox revenue. Staff recommends raising the regular full fare price from $15 to $19 on weekdays, and from $10 to $12 on weekends. Since most of the SoCal Day Passes are sold with a discount, the actual price increase will be less for most riders.

Fare structure calculation rules may result in minor price adjustments for certain station pairs for other ticket types. Based on fare elasticity calculations, the recommended fare increases are expected to increase fare revenue by 6.2%, while reducing ridership by 3.5%.

Public Feedback

On May 1, 2026, the Authority opened the public comment period to solicit feedback on the fare pilot, and the planned fare increase and service reduction. More than 1,700 survey responses were received.

Support for the Current (Pilot) Fare Structure
Riders expressed strong support for the fare pilot structure introduced in July 2025, primarily due to its simplicity and affordability. Since May 1, 2026, the Authority received more than 1,500 customer survey responses, 74% of respondents support the current pilot structure, with one rider noting, *"The fare is simplified and makes it much easier to understand. Cal Train in the Bay Area has a similar structure and it just works."* (Commuter, Rancho Cucamonga).

Strong opposition to combining service reductions with fare increases
In public outreach, more than 1,500 riders weighed the choice between fare increases and service cuts. The feedback was unequivocal: Riders prefer higher fares over the "catastrophic" impact of reduced service.

While fare increases are never "popular" in public polling, elasticity calculations and the empirical evidence show that Metrolink customers are more sensitive to service frequency than cost.

For transit-dependent, low-income riders, the choice between fare increases and service cuts is often described as a lose-lose scenario, though service cuts are frequently viewed as more catastrophic because they physically remove the "lifeline" to work and school. While fare increases create immediate financial strain that may eventually price them out, service cuts represent an absolute barrier that often leads to job loss or the inability to complete an education. Essential Workers, including teachers and hospital staff noted that their rigid schedules (e.g., 10-hour shifts) make them particularly vulnerable to even minor schedule changes.

For many regular commuters and students, service cuts represent a direct threat to their livelihood. Riders frequently noted that if the train schedule no longer aligns with their work hours, they will be forced to quit, risk being fired, or face severe financial distress. While acknowledging the financial strain the higher fares would bring for some, 77% of survey respondents said they would continue to ride Metrolink: *"As much as I would hate a fare increase, it's better than a service reduction... with less service, I don't ride at all."* (Student, Riverside).

A summary of public feedback is provided in Attachment C.

Fare Policy: Compliance and Equity

CEQA: Environmental Review and Findings

The proposed fare increases are exempt from CEQA by operation of the statutory exemption contained in Public Resources Code 21080(b)(8) which states in relevant part that CEQA does not apply to the *establishment, modification, structuring, restructuring or approval of rates, tolls, fares and other charges by public agencies which the public agency finds for the purpose of:*

A. *Meeting operating expenses, including employee wage rates and fringe benefits,*
B. *Purchasing or leasing supplies, equipment or materials.*
C. *Meeting financial reserve needs and requirements,*
D. *Obtaining funds for capital projects, necessary to maintain service within existing service areas*

As set forth in Attachment B, the proposed fare policy changes qualify for an exemption under Public Resources Code 21080(b)(8). The funding from this action will be devoted exclusively to permissible purposes; primarily the operation and maintenance of Metrolink service within existing service areas and it will not fund capital projects to expand the system (Attachment A).

Title VI Fare Equity Report

As a recipient of Federal Transit Administration (FTA) financial assistance, Metrolink is required to comply with Title VI of the Civil Rights Act of 1964 and to carry out the U.S. Department of Transportation's Title VI regulations by evaluating fare changes at the planning and programming stages to determine whether those changes have a discriminatory impact on certain segments of the population (Reference: Circular FTA C 4702.1B). A fare equity analysis has determined that the proposed fare changes are in full compliance with Title VI requirements (Attachment B).

Restatement of Metrolink Fare Policy Document

Staff has updated the Metrolink Fare Policy document with the recommended fare changes, as well as previously approved fare policies (Attachment D).

Budget Impact

Assuming current service levels, the October 1, 2026 fare increase will generate $1.667 Million in additional fare revenue in FY27.

Next Steps

June 30, 2026: Fare pilot and 50% student fare discount end unless adopted as part of the regular fare structure.
October 1, 2026: Earliest launch of fare increase

Prepared by:	Henning Eichler, Senior Manager, Market Insights and Analytics
Approved by:	Lisa Bahr, Chief Customer Experience Officer Tom Schamber, Chief Financial Officer

Attachment(s)

Attachment A - CEQA Finding
Attachment B-1 - Title VI Metrolink FY26 Fare Restructuring
Attachment B-2 - Title VI for Fall 2026 Fare Increase
Attachment C - Public Comment Materials
Attachment C-1 - Survey Data
Attachment D-1 - Fare Policy rev. 13.0 - CLEAN
Attachment D-2 - Fare Policy rev. 13.0 - REDLINED
Presentation - Fare Restructuring Recommendation

ATTACHMENT A

FINDINGS OF THE SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY BOARD OF DIRECTORS PURSUANT TO CALIFORNIA ENVIRONMENTAL QUALITY ACT: FARE INCREASE AND POLICY CHANGE ACTIONS BEGINNING AS EARLY AS OCTOBER 1, 2026.

1. On May 1, 2026, Southern California Regional Rail Authority (or Metrolink) initiated the public communications outreach plan to collect comments on a potential fare increase and fare structure changes.

2. Metrolink is the lead agency for California Environmental Quality Act (CEQA) purposes for these discretionary decisions which can result in potential increases in fares or in costs to its passengers. As lead agency, Metrolink must conduct a review under CEQA which begins with the determination of whether any exemption from CEQA applies to the proposed actions or "project" for CEQA purposes. Metrolink adopted and implemented a public communications outreach plan on May 1, 2026 to solicit public comments and suggestions on its budget development options for the budget for FY27. The public outreach and notice solicited input on proposed fare increases and related fare policy actions designed to increase revenue.

3. If a project is determined to be exempt under CEQA, there is no requirement to conduct an Initial Study or to prepare either a Negative Declaration or an Environmental Impact Report. A "statutory exemption" from CEQA is a legislative action exempting certain types of projects from CEQA. Since CEQA is a state statute, the state legislature is able to adopt legislative exemptions for any number of reasons that may or may not be related to environmental goals. In each instance of a statutory exemption, the state legislature has determined that the interest promoted by the exemption justified the removal of any requirement for further environmental review or documentation.

4. The applicable statutory exemption for fare modifications is found in the CEQA statute at California Public Resources Code Section 21080(b) (8) and in the companion section of the State CEQA Guidelines at Section 15273.

5. The statutory exemption contained in Public Resources Code 21080(b) (8) states in relevant part that CEQA does not apply to the following "activities":

> *(8) The establishment, modification, structuring, restructuring, or approval of rates, tolls, fares and other charges by public agencies which the public agency finds are for the purpose of:*
> *(A) Meeting operating expenses, including employee wage rates and fringe benefits,*
> *(B) Purchasing or leasing supplies, equipment, or materials,*
> *(C) Meeting financial reserve needs and requirements,*
> *(D) Obtaining funds for capital projects, necessary to maintain service within existing service areas,*

6. The State CEQA Guidelines in Section 15273 restates the relevant exempt purposes of California Public Utilities Code Section 21080 (b) (8) and also clarifies that the exemption does not apply to rate increases to fund capital projects to expand a system.

7. Both the CEQA statute and the State Guideline section require the lead agency to incorporate written findings in the record of any proceeding claiming this exemption setting forth with specificity the basis for the claim of the exemption. These findings are incorporated in the record to meet that requirement.

8. The SCRRA is a public agency and independent joint powers authority with member agencies which are the transportation commissions of the counties of Los Angeles, Orange, Riverside, San Bernardino and Ventura counties. SCRRA collects revenues on behalf of each member agency, and those funds are applied towards the operating costs of Metrolink train service. Revenues are collected by line and offset each agency's contribution towards the total funding necessary for the operation of train service. Unlike many other public transit agencies, SCRRA does not have any independent sources of revenue to fund transit operations such as a dedicated sales tax.

9. SCRRA member agencies cannot provide sufficient additional funds to subsidize the current level of service within the current service area. Additional funds are needed from other sources.

10. With farebox recovery estimated to be under 15% in FY27, meaning fares cover less than 15% of the cost to provide a trip on Metrolink commuter train service, any additional revenues from the proposed fare increase will only serve to reduce the required member agency contributions to operate train service and will be dedicated exclusively to offset operating expenses.

11. The estimated expenses required to operate the Metrolink commuter rail system in FY27 are currently estimated to be over $360 million with operating revenues expected to total approximately $67 million. The proposed change in fares and additional policy changes are designed to minimize service reductions within the existing service area. In combination with other measures to cut costs and increase revenue to achieve a balanced budget for FY27, these fare increases, as they may be adopted or amended by the Board, will be limited to expenditures eligible for the statutory exemption.

12. There are a number of examples in the Metrolink budget of expenditure for operating expenses, and the purchase or lease of supplies, equipment or materials which collectively exceed in cost any anticipated revenues from the proposed fare changes. This demonstrates with specificity that the revenues can be limited to purposes which are within the eligible statutory exemption, primarily in the categories of operating expenses and purchase or lease of equipment or materials, although funds could be spent for the other eligible categories as well.

13. The project has been reviewed on the basis of the staff recommended actions and report and the relevant portions of Metrolink budget and fare restructuring documentation, which constitute the primary documents of the record herein.

14. The proposed increase in fares effective as early as October 1, 2026 is for one or more of the four listed relevant permissible purposes listed in Public Resources Code 21080 (b) (8) (A) – (D).

15. The funding from this action will be devoted exclusively to the operation and maintenance of Metrolink's service within existing service areas or another of the eligible expenditures, and will not fund capital projects to expand the system.

16. This restriction and allocation is consistent with SCRRA budgeting and expense policies and practices in place since the initiation of train service in 1992, and the staff can apply any additional revenues from this action to these CEQA exempt purposes and as part of the Board action has been directed to limit these revenues to these CEQA exempt eligible purposes.

17. The record in this matter includes, but is not limited to, the staff reports from this and other relevant meeting dates relating to SCRRA fares and budget matters including adoption of a public communications outreach plan for the public review process in advance of the public hearing, and SCRRA budget related and fare related documentation. Based upon substantial evidence in the record, the project herein meets the requirements of the statutory exemption from CEQA in California Public Resources Code Section 21080(b)(8) and State CEQA Guidelines Section 15273.

METROLINK

QM159-19-006

Title VI Fare Equity Analysis for the FY26 Fare Restructuring Pilot Program

Delivered on: December 17, 2025

Prepared by Four Nines Technologies

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TITLE VI FARE EQUITY ANALYSIS

EXECUTIVE SUMMARY

Metrolink is in the process of restructuring their ticket types to support the transition to a less commuter-dependent regional rail system. The changes include a new regional day pass, a new local day pass, new veteran's discounts, new discount levels for youth, and the elimination of a number of ticket types intended to reduce the complexity of the fare table.

As a recipient of Federal Transit Administration (FTA) financial assistance Metrolink is required to comply with Title VI of the Civil Rights Act of 1964 and to carry out the U.S. Department of Transportation's Title VI regulations by evaluating fare changes at the planning and programming stages to determine whether those changes have a discriminatory impact, as referenced in the FTA Title VI guidance contained in circular 4702.1B.

Findings

Based on Metrolink's Title VI policies, fare change proposals are determined to have a Disparate Impact or Disproportionate Burden if, when viewed as a whole, the average percentage change experienced by minority or low-income riders is at least 5% higher than the average percentage change experienced by non-minority or non-low-income riders. Conversely, if the cumulative benefits associated with the fare change that accrue to non-minority or non-low-income riders are 5% greater than the cumulative benefits that accrue to minority or low-income riders, then that change would be determined to have a Disparate Impact or Disproportionate Burden.

The results of the Average Fare Analysis find that there is no Disparate Impact on minority riders or a Disproportionate Burden on low-income riders.

The proposed fare change benefits minority and low-income riders to a greater extent than non-minority and non-low-income riders. As a result, the proposed fare change will result in a greater reduction in the average fare per boarding for minority riders and for low-income riders.

Figure 1. Average Fare Analysis Results for Protected and Non-Protected Riders

	Average Fare Per Boarding									
	All Riders		Minority		Non-Minority		Low-Income		Non-Low-Income	
	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed
2025 Fare Restructuring Pilot	$ 6.18	$ 5.38	$ 6.18	$ 5.33	$ 6.20	$ 5.55	$ 5.92	$ 4.99	$ 6.35	$ 5.64
		-13.0%		-13.7%		-10.6%		-15.7%		-11.3%

Because the proposed fare change is not determined to have a Disparate Impact on minority riders or a Disproportionate Burden on low-income riders, no mitigations to the pilot fare changes are required if Metrolink were to make the 2025 Fare Restructuring Pilot changes permanent.

1. BACKGROUND

The Southern California Regional Rail Authority is the Joint Powers Authority (JPA) which provides the "Metrolink" commuter rail service within the counties of Los Angeles, Orange, Riverside, San Bernardino, Ventura, and northern San Diego County.

Fares for the Metrolink system use a mileage-based fare structure. Ticket types are available for single trips, flex passes and as period-specific passes with fare discounts available for seniors, disabled riders, students, youth, active military and veterans. The Metrolink fare structure applies systemwide, with some lines permanently discounted compared to systemwide fare levels.

In 2021, Metrolink conducted a Fare Strategy Study that identified nearly 100 opportunities based on staff and customer feedback as well as planning studies and initiatives. These opportunities were presented in a roadmap for implementation, with opportunities focused on COVID recovery identified as the highest priority to implement in the near-term. The roadmap also identified mid-term and longer-term initiatives to position Metrolink as an essential part of the southern California transportation network.

One of the strategies in the 2021 Fare Strategy Study included free fares for Youth 18 and younger. To retain the ridership gains associated with the growing youth market, Metrolink launched the Student Adventure Pass in October 2023 providing free student fares for all youth 18 years or younger, or for those with a valid student ID. Funding to offset the fare revenue loss of the program was provided by the California Low Carbon Transit Operations Program (LCTOP). While originally anticipated as a 6-month pilot project, the program was extended for 21 months until June 2025. Metrolink staff has indicated that they sought and were issued a waiver from FTA staff to extend the pilot until June 30, 2025.

In 2023, a subsequent Fare Restructuring Study was completed based on the strategies outlined in the 2021 Fare Strategy Study that explored and analyzed some of the higher priority fare opportunities, guided by the following key objectives:

- Analyze customer responses to fares during the pandemic.
- Evaluate if the current fare structure still serves the needs of post-pandemic ridership markets.
- Assess the fare structure at other commuter rail agencies and identify best-practices to capture new ridership markets.

A final set of recommendations was developed and presented to member agency CEOs and staff. The recommendations included targeted fare decreases to grow key ridership markets, elimination of some ticket types to make it easier for riders to understand, and the introduction of flat-rate daily passes to support the service optimization and to foster growth in the leisure travel and visitor markets. The team also reviewed Metrolink's existing fare tables and recommended correcting historical inconsistencies in the application of fare rules.

The resulting 2025 Fare Restructuring was presented to the Metrolink Board as a pilot project to begin on July 1, 2025. While the pilot was originally slated to extend for 6 months through December 31, 2025, staff requested a 6-month extension from FTA to allow for the collection of ridership and fare payment data. The Board authorized an extension of the pilot until June 30, 2026.

2. PROPOSED FARE POLICY CHANGES

The Fare Equity Analysis is based upon the 2025 Fare Restructuring Pilot that includes a number of changes to the Metrolink fare table, as well as products and discounts that are available to the public, presented below:

- Adjusting the Monthly Pass prices from 28 to 25 one-way fares
- Extending the existing 10% discount for Active Military to include Veterans, which applies to all distance-based fares
- Initiating a $15 SoCal Day-Pass that offers systemwide travel for a flat fare, replacing the seasonal Summer Day Pass ($10 on Weekends and Holidays)
- Initiating a $5 Explore L.A. Day-Pass that implements a new fare zone as an overlay to Metrolink's existing mileage-based fare structure. The Day Pass provides all day travel between stations within the system's inner zone (Burbank Airport North & South, Burbank Downtown, Glendale, L.A. Union Station, CalState L.A., Montebello, and Commerce)
- Eliminating the Round-Trip ticket, the 10-Day Flex Pass, and the 7-Day Pass
- With the conclusion of the Student Adventure Pass Pilot, re-introducing the Student/Youth Everyday Discount program and updating to provide a 50% discount on train fares, including the new SoCal Day Pass, and all multi-day passes. Further discounts are available for Students/Youth eligible with the Mobility-4-All low-income program.

This analysis does not review the process and procedures associated with the eligibility verification process that are currently required to access the Student/Youth or Veterans discounts; this Fare Equity Analysis is limited to reviewing the fare costs related to the proposed program.

3. TITLE VI REGULATORY CONTEXT

3.1 Federal Regulations

Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d) provides that: "No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." The scope of Title VI was expanded by the Civil Rights Restoration Act of 1987 (P.L. 100-209) to include all of a recipient's and contractor's programs or activities whether federally assisted or not.

The February 11, 1994, Executive Order 12898 on Environmental Justice requires that disproportionately high and adverse impacts on low income and minority populations be identified and addressed. Executive Order 12898 applies to all programs, policies, and activities of the transportation program and is consistent with Title VI of the Civil Rights Act of 1964. Executive Order 12898 also requires public involvement and mandates that transportation agencies ensure there is no exclusion from participation, no denial of benefits, and no discrimination in the services which they provide. While this Executive Order was rescinded in early 2025, references to this EO are still included in the federal Title VI guidance; consequently, impacts to low-income populations are analyzed within this Fare Equity Analysis.

The Federal Transit Administration (FTA) requires agencies who receive federal funds to conduct assessments to demonstrate nondiscrimination of services and facilities for minority and low income communities.

Specifically, FTA Circular 4702.1B requires Metrolink to conduct a fare equity analysis on most proposed fare changes, regardless of the amount of increase or decrease, to evaluate the effects of the proposed

fare change to determine if the change would result in a Disparate Impact to minority populations or a Disproportionate Burden to low-income populations. To accomplish the analysis, fixed-route public transit agencies must clearly establish threshold definitions for measuring Disparate Impacts and Disproportionate Burdens.

The following definitions apply:

Disparate Impact refers to a facially neutral policy or practice that disproportionately affects members of a group identified by race, color, or national origin, where the recipient's policy or practice lacks a substantial legitimate justification or where there exist one or more alternatives that would serve the same legitimate objectives but with less disproportionate effect on the basis of race, color, or national origin.

Disproportionate Burden refers to a neutral policy or practice that disproportionately affects low-income populations more than non-low-income populations. A finding of disproportionate burden requires the recipient to evaluate alternatives and mitigate burdens where practicable.

3.2 SCRRA Title VI Policy

To comply with federal guidance with C4702.1B, the Metrolink Board of Directors approved the agency's revised 'Disparate Impact and Disproportionate Burden Policy: Fare Changes' on June 14, 2019 to assess adverse effects on minority and low-income populations.

With their policy, Metrolink defines a fare change as any increase or decrease in a transit provider's fare, regardless of the magnitude. All fare changes must be the subject of a Fare Equity Analysis other than those falling within the following exceptions:

- "Spare the Air Days" or other instances when a local municipality or agency has declared that all passengers ride free
- Temporary fare reductions that are mitigating measures for other actions
- Promotional fare reductions that last less than 6 months.

The policy also establishes the thresholds for evaluating the equity impacts and distribution of adverse effects and benefits caused by the fare change. The following presents Metrolink's thresholds.

Disparate Impacts for Minority Populations

The measure of Disparate Impact involves a comparison of impacts borne by minority populations resulting from fare changes, compared to those impacts borne by non-minority populations.

- Fare change proposals are determined to have a *Disparate Impact* on minority populations if, when viewed as a whole, the average percentage change experienced by minority riders is at least 5% higher than the average percentage change experienced by non-minority riders.
- Additionally, if the cumulative benefits associated with the fare change that accrue to non-minority riders are 5% greater than the cumulative benefits that accrue to minority riders, then that change will be determined to have a *Disparate Impact*.

Disproportionate Burdens for Low–Income Populations

The measure of Disproportionate Burden involves a comparison of impacts resulting from fare changes borne by low-income populations compared to those impacts borne by non-low-income populations.

- Fare change proposals are determined to have a *Disproportionate Burden* on low-income populations if, when viewed as a whole, the average percentage change experienced by low-income riders is at least 5% higher than the average percentage change experienced by non-low-income riders.
- Additionally, if the cumulative benefits associated with the fare change that accrue to non-low-income riders are 5% greater than the cumulative benefits to accrue to low-income riders, then that change will be determined to have a *Disproportionate Burden*.

4. FARE EQUITY METHODOLOGY

4.1 Methodological Approach

Using the guidance provided in Metrolink's Disparate Impact and Disproportionate Burden Policy: Fare Changes to quantitatively assess the impacts associated with the proposed fare changes on minority and low-income populations, it is necessary to use data sets that present fare payment behavior that can be segregated by ethnicity and income as the basis of the analysis. This allows an analysis that can better isolate rider populations that may be affected by the fare change and compare these groups to the non-protected rider population.

In order to be able to assess the impacts of the proposed fare change on minority and low-income populations, the proposed methodology for the Fare Equity Analysis uses an Average Fare Analysis that considers not only the unique ticket type, but also the number of unlinked trips per use, disaggregated by income and ethnicity. For example, while the Adult Monthly Pass is priced at 25 trips per month (lowered from a price multiple of 28 trips per month in this fare change), the average usage is assumed to be 32 trips per month. As a result, the Average Fare per unlinked trip is somewhat less than the posted fare price. Using this analysis, it is possible to analyze the impacts of the proposed fare change on the ridership based on how each population pays their fare and uses the system.

The Average Fare Analysis uses ticket sales data and ridership from January 2023 through September 2025, combined with the demographic data contained in the most recent 2025 onboard survey to disaggregate ridership by income and ethnicity within each ticket type. This produces an "Average Fare" on a systemwide level as well as for each type of fare — both existing and proposed. This includes changes to Metrolink's Everyday Discount fares that are currently offered as well as changes to promotional fare discounts including to the Student Adventure Pass. Because the Student Adventure Pass Pilot 100% discount ended immediately prior to the commencement of the 2025 Fare Restructuring Pilot, the average fare analysis uses pre-Student Adventure Pass data and pricing from 2023 to analyze the change. The Average Fare Analysis also provides the percentage change between the existing and proposed average fares by rider type and ticket type. The Average Fare Analysis uses this data disaggregated by income status and ethnicity to assess whether the proposed fare change will fall within the threshold established by Metrolink's 'Disparate Impact and Disproportionate Burden Policy: Fare Changes'.

The Average Fare Analysis provides the following correlated information for both the existing and the proposed fare system.

1. Ticket type used by all riders (overall) and by protected status (i.e., low-income vs. non-low-income riders, minority vs. non-minority riders)
2. Numbers of unlinked trips (overall, low-income, non-low-income, minority, and non-minority) within each ticket type

3. Percentage of riders (overall, low-income, non-low-income, minority, and non-minority) within each ticket type
4. Average Fare for each ticket type (overall, low-income, non-low-income, minority, and non-minority)
5. Percentage change for each ticket type, based on the proposed fare change

4.2 Data

2025 Metrolink Onboard Survey

Demographic, income, and fare media usage data are obtained from Metrolink's systemwide onboard survey. The most recent onboard survey was conducted in 2025 and consisted of 4,357 statistically representative survey responses. Data collection was conducted during a six-week period between June 3 and June 17, 2025. The survey was undertaken prior to the introduction of the 2025 Fare Restructuring Pilot Program policy changes.

Fare Revenue & Ridership Data - January-2023 through September-2025

Metrolink's fare media transaction database was queried to calculate average fares by ticket type. For the majority of rider types and ticket types, data from a 15-month period from July-2024 through September-2025 was used to determine average fares before and after the implementation of the 2025 Fare Restructuring Pilot. Data from July-2024 through June-2025 was used to determine the pre-pilot average fare, and data from July-2025 through September-2025 was used to determine the average fares during the pilot period for all rider types and ticket types, including the re-instituted Student/Youth fares.

For Student/Youth category riders, the most recent average fare data available by ticket type to determine pre-pilot average fares is from 2023, prior to the implementation of the initial Student Adventure Pass pilot. Data from January-2023 through September-2023 was used to determine the pre-pilot average fare by ticket type for Student/Youth riders, as this reflects the most recent time period when a permanent fare policy was in place for Student/Youth riders.

4.3 Assumptions/Definitions

Minority Status

Any person that self identifies as non-white under the U.S. Census guidelines is classified as "minority." This includes American Indian or Alaska Native, Asian, Black or African American, Hispanic or Latino, and Native Hawaiian or other Pacific Islander.

Minority status is determined based on survey respondents who did not self-identify as "Caucasian." Applying the 2025 Onboard Survey to July to September 2025 Ticket Sales data, 77% of Metrolink riders self-identified themselves as not "Caucasian."

Low-Income

FTA Circular 4702.1B encourages the use of a locally developed threshold for defining low-income status. Following FTA's guidance to use locally developed and inclusive definitions of low-income status, specifically in regions with a high cost of living, Metrolink defines low-income as falling at or below 200% of the Federal Poverty Guideline (FPG) as defined by the U.S. Department of Health and Human Services (HHS). Since the 2025 Onboard Survey was conducted in June-2025 and asked respondents "What was your household's income last year?", the 2024 HHS Poverty Guidelines are applied. The 2024 HHS Poverty Guidance includes both income and household size in determining income poverty categories, below.

Figure 2. HHS Federal Poverty Guidelines (2024)

Persons in Family/Household	Federal Poverty Guideline (FPG)	200% FPG
1	$ 15,060	$ 30,120
2	$ 20,440	$ 40,880
3	$ 25,820	$ 51,640
4	$ 31,200	$ 62,400
5	$ 36,580	$ 73,160
6	$ 41,960	$ 83,920
7	$ 47,340	$ 94,680
8	$ 52,720	$ 105,440
For families/households with more than 8 persons, add $5,380 for each additional person.		

Source: Department of Health and Human Services (HHS)

Income information for Metrolink riders is derived from onboard survey data with household income reported by income ranges. Because the onboard survey's income brackets do not exactly match the 2024 HHS Poverty Guidelines, Figure 3 below was used to classify the low-income group that includes the household size of the individual's responses. The low-income classification was established so that if any part of the respondent selected income range fell below the 2024 HHS Poverty Guidance threshold, the entire income range would be assumed to be low-income. This approach may result in a slight overstatement of low-income status, but was determined to be a conservative approach to evaluating impacts on low-income riders. Based on the definition of low-income, approximately 40% of the ridership between July to September 2025 is classified as low-income based on household size and income.

Figure 3. Low-Income Classification

Persons in Family/Household	200% FPG (2024)	2025 Onboard Survey Income Classification
1	$ 30,120	$30,000 - $39,999
2	$ 40,880	$40,000 - $49,999
3	$ 51,640	$50,000 - $59,999
4	$ 62,400	$60,000 - $74,999
5	$ 73,160	$60,000 - $74,999
6	$ 83,920	$75,000 - $99,999
7	$ 94,680	$75,000 - $99,999
8	$ 105,440	$100,000-$149,999
For families/households with more than 8 persons, income classification was determined based on adding $10,760 for each additional person.		

5. ANALYSIS

5.1 Average Fare Analysis Approach

The analysis evaluated anticipated ticket type usage overall (all riders) and by Title VI protected populations. Ticket type usage for Title VI protected populations was also compared to non-protected populations.

5.1.1 Analytical Approach & Demographic Assumptions

For all riders, the distribution of ticket type usage is based on the July through September 2025 ticket sales data. This provided a distribution of all riders by rider type and ticket type, available under the new 2025 Fare Restructuring Pilot program.

Ticket type usage rates by minority and income status were then estimated based on data from the 2025 Onboard Survey. The distribution of usage by rider type and ticket type for all riders, by minority and by income status is shown in Figure 4. The share of boardings by rider type and ticket type that were minority vs. non-minority, and low-income vs. non-low-income, are shown in Figure 5.

Figure 4. Distribution of Usage by Ticket Type, Minority and Income Status

Rider Type	Ticket Type	Mobility-4-All?	All Riders	Minority	Non- Minority	Low Income	Non-Low-Income
ADULT	One-Way	No	15%	16%	14%	19%	13%
ADULT	R-T -> LA Zone DP	No	0.4%	0.4%	0.3%	0.2%	0.4%
ADULT	R-T -> SoCal DP	No	8%	8%	8%	6%	10%

ADULT	5DF & 10DF -> 5DF	No	6%	5%	8%	2%	9%
ADULT	7DP -> Monthly Pass	No	2%	2%	2%	2%	2%
ADULT	Monthly Pass	No	18%	16%	22%	6%	25%
ADULT	SoCal DP (WE/Hol)	No	5%	5%	5%	5%	5%
ADULT	One-Way	Yes	0.5%	0.6%	0.5%	1.2%	0.1%
ADULT	R-T -> LA Zone DP	Yes	0.001%	0.002%	0.001%	0.002%	0.001%
ADULT	R-T -> SoCal DP	Yes	0.3%	0.4%	0.1%	0.6%	0.2%
ADULT	5DF & 10DF -> 5DF	Yes	0.1%	0.1%	0.1%	0.1%	0.1%
ADULT	7DP -> Monthly Pass	Yes	0.2%	0.2%	0.1%	0.2%	0.2%
ADULT	Monthly Pass	Yes	0.3%	0.3%	0.3%	0.4%	0.2%
ADULT	SoCal DP (WE/Hol)	Yes	0.1%	0.1%	0.2%	0.3%	0.1%
MILITARY/VETERANS	One-Way	No	0.4%	0.3%	0.5%	0.2%	0.5%
MILITARY/VETERANS	R-T -> SoCal DP	No	0.2%	0.2%	0.3%	0.1%	0.2%
MILITARY/VETERANS	5DF & 10DF -> 5DF	No	0.2%	0.2%	0.3%	0.1%	0.3%
MILITARY/VETERANS	Monthly Pass	No	0.3%	0.3%	0.5%	0.2%	0.5%
MILITARY/VETERANS	One-Way	Yes	0.002%	0.001%	0.003%	0.001%	0.002%
MILITARY/VETERANS	R-T -> SoCal DP	Yes	0.002%	0.001%	0.002%	0.001%	0.002%
MILITARY/VETERANS	Monthly Pass	Yes	0.002%	0.002%	0.003%	0.001%	0.002%
SR/DIS/MED	One-Way	No	9%	9%	8%	13%	6%
SR/DIS/MED	R-T -> SoCal DP	No	4%	3%	5%	3%	4%
SR/DIS/MED	5DF & 10DF -> 5DF	No	2%	2%	3%	0.5%	3%
SR/DIS/MED	7DP -> Monthly Pass	No	0.2%	0.2%	0.1%	0.2%	0.2%
SR/DIS/MED	Monthly Pass	No	2%	2%	3%	2%	2%
SR/DIS/MED	SoCal DP (WE/Hol)	No	2%	1%	3%	2%	1%
SR/DIS/MED	One-Way	Yes	0.5%	0.5%	0.6%	1.2%	0.1%
SR/DIS/MED	R-T -> SoCal DP	Yes	0.5%	0.5%	0.3%	0.8%	0.3%
SR/DIS/MED	5DF & 10DF -> 5DF	Yes	0.03%	0.03%	0.02%	0.04%	0.02%
SR/DIS/MED	7DP -> Monthly Pass	Yes	0.04%	0.05%	0.01%	0.08%	0.01%
SR/DIS/MED	Monthly Pass	Yes	0.06%	0.08%	0.02%	0.12%	0.02%
SR/DIS/MED	SoCal DP (WE/Hol)	Yes	0.1%	0.2%	0.1%	0.2%	0.1%
STUDENT/YOUTH	One-Way	No	10%	12%	6%	15%	8%
STUDENT/YOUTH	SoCal DP	No	5%	5%	3%	7%	3%
STUDENT/YOUTH	5DF	No	1%	1%	1%	2%	1%
STUDENT/YOUTH	Monthly Pass	No	4%	4%	2%	5%	3%
STUDENT/YOUTH	SoCal DP (WE/Hol)	No	2%	2%	1%	3%	1%
STUDENT/YOUTH	One-Way	Yes	0.2%	0.3%	0.1%	0.5%	0.1%
STUDENT/YOUTH	SoCal DP	Yes	0.3%	0.4%	0.1%	0.6%	0.1%
STUDENT/YOUTH	5DF	Yes	0.03%	0.03%	0.01%	0.06%	0.01%
STUDENT/YOUTH	Monthly Pass	Yes	0.10%	0.13%	0.03%	0.22%	0.03%
STUDENT/YOUTH	SoCal DP (WE/Hol)	Yes	0.08%	0.10%	0.02%	0.17%	0.02%
All Rider Types	**All Products**		**100%**	**100%**	**100%**	**100%**	**100%**

Figure 5. Ticket Type by Minority and Income Status

Rider Type	Ticket Type	Mobility-4-All?	Minority	Non- Minority	Total	Low Income	Non-Low Income	Total
ADULT	One-Way	No	79%	21%	100%	50%	50%	100%
ADULT	R-T -> LA Zone DP	No	77%	23%	100%	27%	73%	100%
ADULT	R-T -> SoCal DP	No	77%	23%	100%	27%	73%	100%
ADULT	5DF & 10DF -> 5DF	No	68%	32%	100%	14%	86%	100%
ADULT	7DP -> Monthly Pass	No	71%	29%	100%	35%	65%	100%
ADULT	Monthly Pass	No	71%	29%	100%	14%	86%	100%
ADULT	SoCal DP (WE/Hol)	No	77%	23%	100%	40%	60%	100%
ADULT	One-Way	Yes	81%	19%	100%	85%	15%	100%
ADULT	R-T -> LA Zone DP	Yes	91%	9%	100%	66%	34%	100%
ADULT	R-T -> SoCal DP	Yes	91%	9%	100%	66%	34%	100%

ADULT	5DF & 10DF -> 5DF	Yes	72%	28%	100%	31%	69%	100%
ADULT	7DP -> Monthly Pass	Yes	93%	7%	100%	35%	65%	100%
ADULT	Monthly Pass	Yes	78%	22%	100%	55%	45%	100%
ADULT	SoCal DP (WE/Hol)	Yes	65%	35%	100%	78%	22%	100%
MILITARY/VETERANS	One-Way	No	64%	36%	100%	20%	80%	100%
MILITARY/VETERANS	R-T -> SoCal DP	No	64%	36%	100%	20%	80%	100%
MILITARY/VETERANS	5DF & 10DF -> 5DF	No	64%	36%	100%	20%	80%	100%
MILITARY/VETERANS	Monthly Pass	No	64%	36%	100%	20%	80%	100%
MILITARY/VETERANS	One-Way	Yes	64%	36%	100%	20%	80%	100%
MILITARY/VETERANS	R-T -> SoCal DP	Yes	64%	36%	100%	20%	80%	100%
MILITARY/VETERANS	Monthly Pass	Yes	64%	36%	100%	20%	80%	100%
SR/DIS/MED	One-Way	No	79%	21%	100%	58%	42%	100%
SR/DIS/MED	R-T -> SoCal DP	No	66%	34%	100%	36%	64%	100%
SR/DIS/MED	5DF & 10DF -> 5DF	No	63%	37%	100%	10%	90%	100%
SR/DIS/MED	7DP -> Monthly Pass	No	86%	14%	100%	39%	61%	100%
SR/DIS/MED	Monthly Pass	No	63%	37%	100%	32%	68%	100%
SR/DIS/MED	SoCal DP (WE/Hol)	No	56%	44%	100%	46%	54%	100%
SR/DIS/MED	One-Way	Yes	73%	27%	100%	91%	9%	100%
SR/DIS/MED	R-T -> SoCal DP	Yes	84%	16%	100%	67%	33%	100%
SR/DIS/MED	5DF & 10DF -> 5DF	Yes	86%	14%	100%	51%	49%	100%
SR/DIS/MED	7DP -> Monthly Pass	Yes	100%	0%	100%	82%	18%	100%
SR/DIS/MED	Monthly Pass	Yes	100%	0%	100%	82%	18%	100%
SR/DIS/MED	SoCal DP (WE/Hol)	Yes	84%	16%	100%	67%	33%	100%
STUDENT/YOUTH	One-Way	No	87%	13%	100%	57%	43%	100%
STUDENT/YOUTH	SoCal DP	No	87%	13%	100%	57%	43%	100%
STUDENT/YOUTH	5DF	No	87%	13%	100%	57%	43%	100%
STUDENT/YOUTH	Monthly Pass	No	87%	13%	100%	57%	43%	100%
STUDENT/YOUTH	SoCal DP (WE/Hol)	No	87%	13%	100%	57%	43%	100%
STUDENT/YOUTH	One-Way	Yes	94%	6%	100%	82%	18%	100%
STUDENT/YOUTH	SoCal DP	Yes	94%	6%	100%	82%	18%	100%
STUDENT/YOUTH	5DF	Yes	94%	6%	100%	82%	18%	100%
STUDENT/YOUTH	Monthly Pass	Yes	94%	6%	100%	82%	18%	100%
STUDENT/YOUTH	SoCal DP (WE/Hol)	Yes	94%	6%	100%	82%	18%	100%
All Rider Types	**All Products**		**77%**	**23%**	**100%**	**40%**	**60%**	**100%**

Note: The demographics for Military/Veteran riders is based on the aggregated survey responses for all Military/Veteran ticket types due to the limited sample size in the 2025 Onboard Survey.

Note: The demographics for Student/Youth riders is based on aggregated survey responses for Student/Youth riders that self-identified as participating in, and not participating in, the Mobility-4-All program. Since all Student/Youth riders were free during the time of the survey, there is no differentiation of demographics by ticket type.

5.1.2 Baseline Ticket Sales Assumptions

The baseline ridership used in the Average Fare Analysis was based on tickets sold between July-2025 and September-2025. This time period was selected as it ensured that the distribution of ticket types selected by Metrolink customers match the new ticket types offered through the 2025 Fare Restructuring Pilot program. The distribution of ticket types by rider type could also be compared to the pre-July-2025 timeframe in order to estimate which ticket types riders shifted out of, and which ticket types they shifted into.

5.1.3 2025 Onboard Survey Assumptions

The recently completed 2025 Onboard Survey was the source for demographic assumptions for Metrolink riders. The survey was undertaken prior to the introduction of the 2025 Fare Restructuring Pilot, so a number of the ticket types reflected in the survey responses either changed or were discontinued. For

this reason, a number of assumptions were made to align ticket types from the survey responses to observed ticket type purchases under the 2025 Fare Restructuring Pilot. These assumptions included:

- Respondents who purchased a One-Way ticket were assumed to remain One-Way ticket purchasers.
- Respondents purchasing a Round-Trip ticket and traveling between the eight LA Zone stations were assumed to transition to the LA Zone Day Pass.
- Respondents purchasing a Round-Trip ticket and having an origin, destination or origin-destination station pair outside the eight LA Zone stations were assumed to transition to the SoCal Day Pass.
- Respondents who purchased a 5-Day Flex Pass were assumed to remain 5-Day Flex Pass purchasers. Those respondents purchasing the 10-Day Flex Pass were assumed to migrate to the 5-Day Flex Pass.
- Respondents who purchased a Monthly Pass were assumed to remain Monthly Pass purchasers. Those respondents purchasing the 7-Day Pass were assumed to migrate to the Monthly Pass.
- Respondents who purchased a Weekend or Holiday Day Pass were assumed to remain Weekend/Holiday Day Pass purchasers.

With these ticket type migration assumptions, the share of minority, non-minority, low-income and non-low-income demographics for each modified ticket type were calculated and applied to each rider segment. Several additional assumptions were made to the demographic data, including:

- Due to limited surveys from Military respondents, the demographics applied to Military/Veteran riders is based on the aggregated survey responses for all Military/Veteran ticket types.
- Metrolink's low-income definition (200% of the Federal Poverty Guidelines) aligns with the general eligibility requirements to participate in the Mobility-4-All program (generally, monthly gross income at or below 200% of the Federal Poverty Guidelines, with exceptions), so one would expect that nearly 100% of Mobility-4-All customers would be considered low-income. However, for this analysis we relied on survey respondents' own stated household income and household size to determine their income status.
- At the time of the survey, all Student/Youth respondents were eligible for a free fare so there were no demographics disaggregated by ticket type, only by whether the respondents participated in Mobility-4-All program. As such, the demographics for Student/Youth are only differentiated by whether or not they participated in the Mobility-4-All program.

5.1.4 Pre-Pilot & Post-Pilot Average Fare Assumptions

Average fares by rider type and ticket type for the pre-pilot and post-pilot periods were calculated. For Adult, Active Military/Veterans and Seniors/Persons with a Disability/Medicare rider types, the pre-pilot average fares were derived from ticket sales data from July-2024 through June-2025, segmented by ticket type and whether the rider was, or was not, participating in the Mobility-4-All program. Several ticket types were aggregated together (e.g.: 5-Day Flex Pass and 10-Day Flex Pass) given that they had very similar average fares and were being consolidated in the 2025 Fare Restructuring Pilot program. Other ticket types, such as the Round-Trip ticket, were separated into the relative share of sales for the LA Zone Day Pass and SoCal Day Pass, based on the origin-destination stations of the Round-Trips undertaken, and the average fares were adjusted based on revenue received from those ticket sales.

Pre-pilot average fares for Student/Youth riders were estimated using ticket sales data from January-2023 through September-2023, segmented by ticket type and whether the rider was, or was not, participating in the Mobility-4-All program. This was the timeframe immediately preceding the introduction of the

Student Adventure Pass program, and reflects the most recent time period when a permanent fare policy was in place for Student/Youth riders.

Post-pilot average fares for all rider types were estimated using ticket sales data from July-2025 through September-2025, segmented by ticket type and whether the rider was, or was not, participating in the Mobility-4-All program. This three-month period provided sufficient time for customers to select between newly available ticket types and was the most recent data available to undertake this Average Fare Analysis.

5.2 Average Fare Analysis Results

The Average Fare Analysis was conducted to understand the average fare paid by ticket type and fare media and by protected and non-protected riders under the existing and proposed fare levels. The absolute and percentage change in the average fare paid by minority, non-minority, low-income, and non-low-income riders was calculated. Figure 6 provides the results of the Average Fare Analysis. Overall, the 2025 Fare Restructuring Pilot is expected to result in the average fare per boarding for all riders to decrease by 13.0%, from $6.18 to $5.38.

Figure 6. Average Fare Analysis Results

	Average Fare Per Boarding									
	All Riders		Minority		Non-Minority		Low-Income		Non-Low-Income	
	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed
2025 Fare Restructuring Pilot	$ 6.18	$ 5.38	$ 6.18	$ 5.33	$ 6.20	$ 5.55	$ 5.92	$ 4.99	$ 6.35	$ 5.64
		-13.0%		-13.7%		-10.6%		-15.7%		-11.3%

Among existing Metrolink riders, the current average fare for minority riders ($6.18) is approximately equal to all riders ($6.18) and lower than non-minority riders ($6.20). The current average fare for low-income riders ($5.92) is lower than all riders ($6.18) and non-low-income riders ($6.35).

The percentage decrease in the average fare per boarding for minority and low-income riders is greater than for non-minority and non-low-income riders:

- **Minority Riders:** the average fare per boarding is expected to decrease from $6.18 to $5.33, a 13.7% decrease.
- **Non-Minority Riders:** the average fare per boarding is expected to decrease from $6.20 to $5.55, a 10.6% decrease.
- **Low-Income Riders:** the average fare per boarding is expected to decrease from $5.92 to $4.99, a 15.7% decrease.
- **Non-Low-Income Riders:** the average fare per boarding is expected to decrease from $6.35 to $5.64, a 11.3% decrease

Detailed results are available in Appendix A.

6. FINDINGS

The proposed fare change benefits minority riders to a greater extent than non-minority riders. As a result, the proposed fare change will result in a greater reduction in the average fare per boarding for minority riders than for non-minority riders in percentage terms, as shown in Figure 7. Similarly, the proposed fare change benefits low-income riders to a greater extent than non-low-income riders. As a result, the proposed fare change will result in a greater reduction in the average fare per boarding for low-income riders than for non-low-income riders in percentage terms.

Figure 7. Average Fare Analysis Results for Protected and Non-Protected Riders

	Average Fare Per Boarding							
	Minority		Non-Minority		Low-Income		Non-Low-Income	
	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed
2025 Fare	$ 6.18	$ 5.33	$ 6.20	$ 5.55	$ 5.92	$ 4.99	$ 6.35	$ 5.64
Restructuring Pilot		-13.7%		-10.6%		-15.7%		-11.3%

Because the proposed fare change benefits minority riders to a greater extent than non-minority riders, the proposed fare change is not determined to have a Disparate Impact on minority riders.

Additionally, because the proposed fare change benefits low-income riders to a greater extent than non-low-income riders, the proposed fare change is not determined to have a Disproportionate Burden on low-income riders.

As a result of the Fare Equity Analysis findings, no mitigations to the pilot fare changes are required if Metrolink were to make the 2025 Fare Restructuring Pilot changes permanent.

Appendix A: Average Fare Analysis Results

Figure A-1: Average Fare Analysis by Minority Status - 2025 Fare Restructuring Pilot

Rider Type	Fare Product	Mobility-4-All?	Average Fare per Boarding		Change in Average Fare	% Change in Average Fare	All Riders				Minority Riders				Non-Minority Riders			
							Number of Riders		Fare Revenue		Number of Riders		Fare Revenue		Number of Riders		Fare Revenue	
			Existing	Proposed			Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed
ADULT	One-Way	No	$ 8.02	$ 8.02	$0.00	0.0%	270,267	270,267	$2,168,139	$2,168,139	213,347	213,347	$1,711,518	$1,711,518	56,920	56,920	$456,621	$456,621
ADULT	R-T -> LA Zone DP	No	$ 3.57	$ 2.50	-$1.07	-30.0%	6,212	6,212	$22,197	$15,530	4,782	4,782	$17,086	$11,955	1,430	1,430	$5,110	$3,575
ADULT	R-T -> SoCal DP	No	$ 8.30	$ 7.50	-$0.80	-9.6%	142,522	142,522	$1,182,221	$1,068,915	109,710	109,710	$910,043	$822,823	32,812	32,812	$272,178	$246,092
ADULT	5DF & 10DF -> 5DF	No	$ 7.41	$ 7.41	$0.00	0.0%	108,250	108,250	$802,442	$802,442	74,025	74,025	$548,739	$548,739	34,225	34,225	$253,702	$253,702
ADULT	7DP -> Monthly Pass	No	$ 6.22	$ 5.90	-$0.31	-5.0%	34,843	34,843	$216,591	$205,733	24,660	24,660	$153,290	$145,606	10,183	10,183	$63,301	$60,127
ADULT	Monthly Pass	No	$ 6.61	$ 5.90	-$0.71	-10.7%	311,429	311,429	$2,059,529	$1,838,865	220,498	220,498	$1,458,189	$1,301,965	90,931	90,931	$601,340	$536,911
ADULT	SoCal DP (WE/Hol)	No	$ 4.93	$ 4.93	$0.00	0.0%	90,076	90,076	$444,199	$444,199	69,656	69,656	$343,498	$343,498	20,420	20,420	$100,701	$100,701
ADULT	One-Way	Yes	$ 4.05	$ 4.05	$0.00	0.0%	9,643	9,643	$39,046	$39,046	7,790	7,790	$31,541	$31,541	1,853	1,853	$7,505	$7,505
ADULT	R-T -> LA Zone DP	Yes	$ 1.66	$ 1.25	-$0.41	-24.5%	24	24	$40	$30	22	22	$36	$27	2	2	$4	$3
ADULT	R-T -> SoCal DP	Yes	$ 4.15	$ 3.75	-$0.40	-9.7%	6,052	6,052	$25,132	$22,695	5,506	5,506	$22,866	$20,649	546	546	$2,266	$2,046
ADULT	5DF & 10DF -> 5DF	Yes	$ 3.57	$ 3.57	$0.00	0.0%	1,970	1,970	$7,027	$7,027	1,426	1,426	$5,085	$5,085	544	544	$1,942	$1,942
ADULT	7DP -> Monthly Pass	Yes	$ 3.34	$ 3.20	-$0.15	-4.4%	3,426	3,426	$11,455	$10,948	3,187	3,187	$10,659	$10,186	238	238	$797	$761
ADULT	Monthly Pass	Yes	$ 3.58	$ 3.20	-$0.38	-10.7%	5,214	5,214	$18,663	$16,664	4,074	4,074	$14,584	$13,021	1,140	1,140	$4,080	$3,643
ADULT	SoCal DP (WE/Hol)	Yes	$ 2.46	$ 2.46	$0.00	0.0%	2,568	2,568	$6,330	$6,330	1,664	1,664	$4,101	$4,101	904	904	$2,229	$2,229
MILITARY/VETERANS	One-Way	No	$ 7.82	$ 7.82	$0.00	0.0%	6,156	6,156	$48,117	$48,117	3,950	3,950	$30,873	$30,873	2,206	2,206	$17,245	$17,245
MILITARY/VETERANS	R-T -> SoCal DP	No	$ 7.43	$ 6.75	-$0.68	-9.1%	3,174	3,174	$23,571	$21,425	2,036	2,036	$15,123	$13,746	1,138	1,138	$8,447	$7,678
MILITARY/VETERANS	5DF & 10DF -> 5DF	No	$ 6.44	$ 6.44	$0.00	0.0%	3,730	3,730	$24,021	$24,021	2,393	2,393	$15,412	$15,412	1,337	1,337	$8,609	$8,609
MILITARY/VETERANS	Monthly Pass	No	$ 6.61	$ 5.31	-$1.30	-19.6%	6,144	6,144	$40,631	$32,650	3,942	3,942	$26,069	$20,949	2,202	2,202	$14,562	$11,701
MILITARY/VETERANS	One-Way	Yes	$ 3.52	$ 3.52	$0.00	0.0%	30	30	$106	$106	19	19	$68	$68	11	11	$38	$38
MILITARY/VETERANS	R-T -> SoCal DP	Yes	$ 3.71	$ 3.38	-$0.34	-9.1%	28	28	$104	$95	18	18	$67	$61	10	10	$37	$34
MILITARY/VETERANS	Monthly Pass	Yes	$ 3.31	$ 2.66	-$0.65	-19.6%	32	32	$106	$85	21	21	$68	$55	11	11	$38	$30
SR/DIS/MED	One-Way	No	$ 4.14	$ 4.14	$0.00	0.0%	155,232	155,232	$642,995	$642,995	121,893	121,893	$504,899	$504,899	33,339	33,339	$138,096	$138,096
SR/DIS/MED	R-T -> SoCal DP	No	$ 4.18	$ 3.75	-$0.43	-10.3%	63,302	63,302	$264,521	$237,383	41,504	41,504	$173,435	$155,641	21,798	21,798	$91,087	$81,742
SR/DIS/MED	5DF & 10DF -> 5DF	No	$ 3.78	$ 3.78	$0.00	0.0%	32,420	32,420	$122,492	$122,492	20,558	20,558	$77,673	$77,673	11,862	11,862	$44,819	$44,819
SR/DIS/MED	7DP -> Monthly Pass	No	$ 4.67	$ 4.49	-$0.19	-4.0%	3,856	3,856	$18,016	$17,297	3,301	3,301	$15,424	$14,808	555	555	$2,593	$2,489
SR/DIS/MED	Monthly Pass	No	$ 5.02	$ 4.49	-$0.54	-10.7%	34,768	34,768	$174,689	$155,972	21,975	21,975	$110,411	$98,581	12,793	12,793	$64,278	$57,391
SR/DIS/MED	SoCal DP (WE/Hol)	No	$ 4.93	$ 2.47	-$2.47	-50.0%	27,644	27,644	$136,323	$68,161	15,461	15,461	$76,245	$38,123	12,183	12,183	$60,078	$30,039
SR/DIS/MED	One-Way	Yes	$ 2.01	$ 2.01	$0.00	0.0%	8,947	8,947	$17,965	$17,965	6,495	6,495	$13,041	$13,041	2,452	2,452	$4,924	$4,924
SR/DIS/MED	R-T -> SoCal DP	Yes	$ 2.16	$ 1.88	-$0.28	-13.2%	8,758	8,758	$18,909	$16,421	7,352	7,352	$15,874	$13,786	1,406	1,406	$3,035	$2,636
SR/DIS/MED	5DF & 10DF -> 5DF	Yes	$ 2.23	$ 2.23	$0.00	0.0%	530	530	$1,180	$1,180	457	457	$1,018	$1,018	73	73	$162	$162
SR/DIS/MED	7DP -> Monthly Pass	Yes	$ 2.65	$ 2.60	-$0.05	-1.9%	646	646	$1,710	$1,676	646	646	$1,710	$1,676	0	0	$0	$0
SR/DIS/MED	Monthly Pass	Yes	$ 2.97	$ 2.65	-$0.32	-10.7%	1,018	1,018	$3,020	$2,697	1,018	1,018	$3,020	$2,697	0	0	$0	$0
SR/DIS/MED	SoCal DP (WE/Hol)	Yes	$ 2.46	$ 1.23	-$1.23	-50.0%	2,458	2,458	$6,059	$3,029	2,063	2,063	$5,086	$2,543	395	395	$972	$486
STUDENT/YOUTH	One-Way	No	$ 6.11	$ 3.83	-$2.28	-37.4%	183,893	183,893	$1,124,006	$704,119	159,535	159,535	$975,124	$610,854	24,358	24,358	$148,882	$93,265
STUDENT/YOUTH	R-T -> SoCal DP	No	$ 5.88	$ 3.75	-$2.13	-36.2%	85,008	85,008	$500,034	$318,780	73,748	73,748	$433,802	$276,555	11,260	11,260	$66,233	$42,225
STUDENT/YOUTH	5DF & 10DF -> 5DF	No	$ 5.35	$ 3.24	-$2.10	-39.4%	21,890	21,890	$117,048	$70,978	18,991	18,991	$101,544	$61,576	2,899	2,899	$15,504	$9,401
STUDENT/YOUTH	Monthly Pass	No	$ 4.95	$ 2.94	-$2.01	-40.5%	67,424	67,424	$333,813	$198,502	58,493	58,493	$289,597	$172,209	8,931	8,931	$44,216	$26,293
STUDENT/YOUTH	SoCal DP (WE/Hol)	No	$ 5.88	$ 2.36	-$3.53	-59.9%	34,818	34,818	$204,807	$82,058	30,206	30,206	$177,679	$71,188	4,612	4,612	$27,128	$10,869
STUDENT/YOUTH	One-Way	Yes	$ 3.09	$ 1.93	-$1.16	-37.5%	4,092	4,092	$12,626	$7,890	3,838	3,838	$11,841	$7,400	254	254	$785	$490
STUDENT/YOUTH	R-T -> SoCal DP	Yes	$ 3.09	$ 1.88	-$1.22	-39.4%	5,174	5,174	$16,000	$9,701	4,852	4,852	$15,006	$9,098	322	322	$994	$603
STUDENT/YOUTH	5DF & 10DF -> 5DF	Yes	$ 2.67	$ 1.72	-$0.95	-35.7%	470	470	$1,257	$808	441	441	$1,178	$758	29	29	$78	$50
STUDENT/YOUTH	Monthly Pass	Yes	$ 2.21	$ 1.47	-$0.75	-33.7%	1,824	1,824	$4,036	$2,675	1,711	1,711	$3,785	$2,508	113	113	$251	$166
STUDENT/YOUTH	SoCal DP (WE/Hol)	Yes	$ 3.09	$ 1.24	-$1.85	-59.9%	1,430	1,430	$4,422	$1,775	1,341	1,341	$4,147	$1,665	89	89	$275	$110
		Sum					1,757,392	1,757,392	$10,865,595	$9,457,616	1,348,606	1,348,606	$8,330,455	$7,190,164	408,786	408,786	$2,535,140	$2,267,451
		Average Fare							$ 6.18	$ 5.38			$6.18	$5.33			$6.20	$5.55
		Percentage Change in Average Fare								-13.0%				-13.7%				-10.6%
		% Difference - Protected vs. Non-Protected Population												**-3.1%**				

Note: The demographics for Military/Veteran riders is based on the aggregated survey responses for all Military/Veteran ticket types due to the limited sample size in the 2025 Onboard Survey.

Note: The demographics for Student/Youth riders is based on aggregated survey responses for Student/Youth riders that self-identified as participating in, and not participating in, the Mobility-4-All program. Since all Student/Youth riders were free during the time of the survey, there is no differentiation of demographics by ticket type.

Figure A-2: Average Fare Analysis by Low-Income Status - 2025 Fare Restructuring Pilot

Rider Type	Fare Product	Mobility-4-All?	Average Fare per Boarding		Change in Average Fare	% Change in Average Fare	All Riders				Low Income Riders				Non-Low Income Riders			
							Number of Riders		Fare Revenue		Number of Riders		Fare Revenue		Number of Riders		Fare Revenue	
			Existing	Proposed			Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed
ADULT	One-Way	No	$ 8.02	$ 8.02	$0.00	0.0%	270,267	270,267	$2,168,139	$2,168,139	133,852	133,852	$1,073,793	$1,073,793	136,415	136,415	$1,094,346	$1,094,346
ADULT	R-T -> LA Zone DP	No	$ 3.57	$ 2.50	-$1.07	-30.0%	6,212	6,212	$22,197	$15,530	1,704	1,704	$6,088	$4,259	4,508	4,508	$16,109	$11,271
ADULT	R-T -> SoCal DP	No	$ 8.30	$ 7.50	-$0.80	-9.6%	142,522	142,522	$1,182,221	$1,068,915	39,089	39,089	$324,245	$293,169	103,433	103,433	$857,976	$775,746
ADULT	5DF & 10DF -> 5DF	No	$ 7.41	$ 7.41	$0.00	0.0%	108,250	108,250	$802,442	$802,442	14,810	14,810	$109,787	$109,787	93,440	93,440	$692,654	$692,654
ADULT	7DP -> Monthly Pass	No	$ 6.22	$ 5.90	-$0.31	-5.0%	34,843	34,843	$216,591	$205,733	12,330	12,330	$76,648	$72,805	22,513	22,513	$139,943	$132,928
ADULT	Monthly Pass	No	$ 6.61	$ 5.90	-$0.71	-10.7%	311,429	311,429	$2,059,529	$1,838,865	44,465	44,465	$294,055	$262,549	266,964	266,964	$1,765,474	$1,576,316
ADULT	SoCal DP (WE/Hol)	No	$ 4.93	$ 4.93	$0.00	0.0%	90,076	90,076	$444,199	$444,199	35,585	35,585	$175,481	$175,481	54,491	54,491	$268,717	$268,717
ADULT	One-Way	Yes	$ 4.05	$ 4.05	$0.00	0.0%	9,643	9,643	$39,046	$39,046	8,177	8,177	$33,109	$33,109	1,466	1,466	$5,937	$5,937
ADULT	R-T -> LA Zone DP	Yes	$ 1.66	$ 1.25	-$0.41	-24.5%	24	24	$40	$30	16	16	$26	$20	8	8	$13	$10
ADULT	R-T -> SoCal DP	Yes	$ 4.15	$ 3.75	-$0.40	-9.7%	6,052	6,052	$25,132	$22,695	3,998	3,998	$16,604	$14,994	2,054	2,054	$8,528	$7,701
ADULT	5DF & 10DF -> 5DF	Yes	$ 3.57	$ 3.57	$0.00	0.0%	1,970	1,970	$7,027	$7,027	617	617	$2,202	$2,202	1,353	1,353	$4,825	$4,825
ADULT	7DP -> Monthly Pass	Yes	$ 3.34	$ 3.20	-$0.15	-4.4%	3,426	3,426	$11,455	$10,948	1,189	1,189	$3,976	$3,800	2,237	2,237	$7,480	$7,148
ADULT	Monthly Pass	Yes	$ 3.58	$ 3.20	-$0.38	-10.7%	5,214	5,214	$18,663	$16,664	2,893	2,893	$10,353	$9,244	2,322	2,322	$8,310	$7,420
ADULT	SoCal DP (WE/Hol)	Yes	$ 2.46	$ 2.46	$0.00	0.0%	2,568	2,568	$6,330	$6,330	1,996	1,996	$4,920	$4,920	572	572	$1,410	$1,410
MILITARY/VETERANS	One-Way	No	$ 7.82	$ 7.82	$0.00	0.0%	6,156	6,156	$48,117	$48,117	1,248	1,248	$9,756	$9,756	4,908	4,908	$38,361	$38,361
MILITARY/VETERANS	R-T -> SoCal DP	No	$ 7.43	$ 6.75	-$0.68	-9.1%	3,174	3,174	$23,571	$21,425	644	644	$4,779	$4,344	2,530	2,530	$18,791	$17,080
MILITARY/VETERANS	5DF & 10DF -> 5DF	No	$ 6.44	$ 6.44	$0.00	0.0%	3,730	3,730	$24,021	$24,021	756	756	$4,871	$4,871	2,974	2,974	$19,151	$19,151
MILITARY/VETERANS	Monthly Pass	No	$ 6.61	$ 5.31	-$1.30	-19.6%	6,144	6,144	$40,631	$32,650	1,246	1,246	$8,238	$6,620	4,898	4,898	$32,393	$26,030
MILITARY/VETERANS	One-Way	Yes	$ 3.52	$ 3.52	$0.00	0.0%	30	30	$106	$106	6	6	$21	$21	24	24	$84	$84
MILITARY/VETERANS	R-T -> SoCal DP	Yes	$ 3.71	$ 3.38	-$0.34	-9.1%	28	28	$104	$95	6	6	$21	$19	22	22	$83	$75
MILITARY/VETERANS	Monthly Pass	Yes	$ 3.31	$ 2.66	-$0.65	-19.6%	32	32	$106	$85	6	6	$21	$17	26	26	$84	$68
SR/DIS/MED	One-Way	No	$ 4.14	$ 4.14	$0.00	0.0%	155,232	155,232	$642,995	$642,995	89,397	89,397	$370,297	$370,297	65,835	65,835	$272,699	$272,699
SR/DIS/MED	R-T -> SoCal DP	No	$ 4.18	$ 3.75	-$0.43	-10.3%	63,302	63,302	$264,521	$237,383	22,486	22,486	$93,961	$84,321	40,816	40,816	$170,560	$153,061
SR/DIS/MED	5DF & 10DF -> 5DF	No	$ 3.78	$ 3.78	$0.00	0.0%	32,420	32,420	$122,492	$122,492	3,192	3,192	$12,059	$12,059	29,228	29,228	$110,433	$110,433
SR/DIS/MED	7DP -> Monthly Pass	No	$ 4.67	$ 4.49	-$0.19	-4.0%	3,856	3,856	$18,016	$17,297	1,490	1,490	$6,963	$6,685	2,366	2,366	$11,053	$10,612
SR/DIS/MED	Monthly Pass	No	$ 5.02	$ 4.49	-$0.54	-10.7%	34,768	34,768	$174,689	$155,972	11,037	11,037	$55,456	$49,514	23,731	23,731	$119,233	$106,458
SR/DIS/MED	SoCal DP (WE/Hol)	No	$ 4.93	$ 2.47	-$2.47	-50.0%	27,644	27,644	$136,323	$68,161	12,579	12,579	$62,034	$31,017	15,065	15,065	$74,289	$37,145
SR/DIS/MED	One-Way	Yes	$ 2.01	$ 2.01	$0.00	0.0%	8,947	8,947	$17,965	$17,965	8,170	8,170	$16,404	$16,404	777	777	$1,561	$1,561
SR/DIS/MED	R-T -> SoCal DP	Yes	$ 2.16	$ 1.88	-$0.28	-13.2%	8,758	8,758	$18,909	$16,421	5,861	5,861	$12,655	$10,990	2,897	2,897	$6,254	$5,431
SR/DIS/MED	5DF & 10DF -> 5DF	Yes	$ 2.23	$ 2.23	$0.00	0.0%	530	530	$1,180	$1,180	272	272	$606	$606	258	258	$573	$573
SR/DIS/MED	7DP -> Monthly Pass	Yes	$ 2.65	$ 2.60	-$0.05	-1.9%	646	646	$1,710	$1,676	532	532	$1,410	$1,383	113	113	$299	$294
SR/DIS/MED	Monthly Pass	Yes	$ 2.97	$ 2.65	-$0.32	-10.7%	1,018	1,018	$3,020	$2,697	840	840	$2,491	$2,224	178	178	$529	$472
SR/DIS/MED	SoCal DP (WE/Hol)	Yes	$ 2.46	$ 1.23	-$1.23	-50.0%	2,458	2,458	$6,059	$3,029	1,645	1,645	$4,055	$2,027	813	813	$2,004	$1,002
STUDENT/YOUTH	One-Way	No	$ 6.11	$ 3.83	-$2.28	-37.4%	183,893	183,893	$1,124,006	$704,119	103,934	103,934	$635,275	$397,960	79,959	79,959	$488,730	$306,159
STUDENT/YOUTH	R-T -> SoCal DP	No	$ 5.88	$ 3.75	-$2.13	-36.2%	85,008	85,008	$500,034	$318,780	48,046	48,046	$282,614	$180,171	36,962	36,962	$217,421	$138,609
STUDENT/YOUTH	5DF & 10DF -> 5DF	No	$ 5.35	$ 3.24	-$2.10	-39.4%	21,890	21,890	$117,048	$70,978	12,372	12,372	$66,154	$40,116	9,518	9,518	$50,894	$30,862
STUDENT/YOUTH	Monthly Pass	No	$ 4.95	$ 2.94	-$2.01	-40.5%	67,424	67,424	$333,813	$198,502	38,107	38,107	$188,667	$112,191	29,317	29,317	$145,146	$86,311
STUDENT/YOUTH	SoCal DP (WE/Hol)	No	$ 5.88	$ 2.36	-$3.53	-59.9%	34,818	34,818	$204,807	$82,058	19,679	19,679	$115,754	$46,378	15,139	15,139	$89,052	$35,680
STUDENT/YOUTH	One-Way	Yes	$ 3.09	$ 1.93	-$1.16	-37.5%	4,092	4,092	$12,626	$7,890	3,368	3,368	$10,393	$6,495	724	724	$2,233	$1,395
STUDENT/YOUTH	R-T -> SoCal DP	Yes	$ 3.09	$ 1.88	-$1.22	-39.4%	5,174	5,174	$16,000	$9,701	4,259	4,259	$13,171	$7,986	915	915	$2,829	$1,716
STUDENT/YOUTH	5DF & 10DF -> 5DF	Yes	$ 2.67	$ 1.72	-$0.95	-35.7%	470	470	$1,257	$808	387	387	$1,034	$665	83	83	$222	$143
STUDENT/YOUTH	Monthly Pass	Yes	$ 2.21	$ 1.47	-$0.75	-33.7%	1,824	1,824	$4,036	$2,675	1,501	1,501	$3,322	$2,202	323	323	$714	$473
STUDENT/YOUTH	SoCal DP (WE/Hol)	Yes	$ 3.09	$ 1.24	-$1.85	-59.9%	1,430	1,430	$4,422	$1,775	1,177	1,177	$3,640	$1,461	253	253	$782	$314
		Sum					1,757,392	1,757,392	$10,865,595	$9,457,616	694,967	694,967	$4,117,413	$3,468,934	1,062,425	1,062,425	$6,748,182	$5,988,682
		Average Fare							$ 6.18	$ 5.38			$5.92	$4.99			$6.35	$5.64
		Percentage Change in Average Fare								-13.0%				-15.7%				-11.3%
		% Difference - Protected vs. Non-Protected Population												-4.5%				

Note: The demographics for Military/Veteran riders is based on the aggregated survey responses for all Military/Veteran ticket types due to the limited sample size in the 2025 Onboard Survey.

Note: The demographics for Student/Youth riders is based on aggregated survey responses for Student/Youth riders that self-identified as participating in, and not participating in, the Mobility-4-All program. Since all Student/Youth riders were free during the time of the survey, there is no differentiation of demographics by ticket type.

Metrolink
Title VI Fare Equity Analysis
Fall 2026 Fare Increase

Delivered on: June 12, 2026

Prepared by NWC Partners, Inc.

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EXECUTIVE SUMMARY

The Southern California Regional Rail Authority (Metrolink) is proposing a reduction in service as well as a fare increase to be implemented as early as October 2026 to address an expected budget shortfall. As part of the fare increase, the following fares are proposed to change:

- **One-Way Ticket: i**ncrease the fare by 14%.
- **SoCal Day Pass (weekdays):** increase the regular Adult price to $19 from $15 (including respective changes in discounted prices).
- **SoCal Day Pass (weekends): i**ncrease the regular Adult price to $12 from $10 (including respective changes in discounted prices).

As part of the proposed fare change, Metrolink aims to keep the price of the 5-Day Flex Passes and Monthly Passes unchanged. Both of these products are priced based on a multiple of the One-Way Ticket price. Metrolink is proposing to reduce the pricing multiple for both ticket types; however, the reduction in pricing multiples in combination with the One-Way Ticket price increases may result in slight differences in price for 5-Day Flex Passes and Monthly Passes for some station pairs.

- **5-Day Flex Pass:** The 5-Day Flex Pass pricing multiplier will decrease from 9x to 8x the One-Way Ticket price.
- **Monthly Pass:** The Monthly Pass pricing multiplier will decrease from 25x to 22x the One-Way Ticket price.

In addition, Metrolink proposes the following fare policy changes:

- Change the expiration time for One-way Tickets from 3 hours to 5 hours from the time of purchase.
- Discontinue the online sales portal on the Metrolink website.

As a recipient of Federal Transit Administration (FTA) financial assistance Metrolink is required to comply with Title VI of the Civil Rights Act of 1964 and to carry out the U.S. Department of Transportation's Title VI regulations by evaluating fare changes at the planning and programming stages to determine whether those changes have a discriminatory impact, as referenced in the FTA Title VI guidance contained in circular 4702.1B.

Findings

Based on Metrolink's Title VI policies, fare change proposals are determined to have a Disparate Impact or Disproportionate Burden if, when viewed as a whole, the average percentage change experienced by minority or low-income riders is at least 5% higher than the average percentage change experienced by non-minority or non-low-income riders. Conversely, if the cumulative benefits associated with the fare change that accrue to non-minority or non-low-income riders are 5% greater than the cumulative benefits that accrue to minority or low-income riders, then that change would be determined to have a Disparate Impact or Disproportionate Burden.

The proposed fare change is less onerous on non-minority and non-low-income riders than on minority and low-income riders. As a result, the proposed fare change will result in a greater increase in the average fare per boarding for minority riders and for low-income riders than for non-minority and non-low-income riders. However, the difference in the percentage increase in the average fare per boarding for minority riders and for low-income riders compared to non-minority riders and non-low-income riders is less than the 5% threshold established in Metrolink's Title VI policies for fare change proposals. As such, the results of the Average Fare Analysis find

that there is no Disparate Impact on minority riders or a Disproportionate Burden on low-income riders.

Figure 1. Average Fare Analysis Results for Protected and Non-Protected Riders

	Average Fare Per Boarding									
	All Riders		Minority		Non-Minority		Low-Income		Non-Low-Income	
	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed
Average Fare	$ 4.93	$ 5.49	$ 4.90	$ 5.47	$5.03	$ 5.54	$ 4.54	$ 5.14	$ 5.18	$ 5.71
% Change		11.3%		11.7%		10.1%		13.3%		10.2%
Difference in % Change				**1.6%**				**3.1%**		

Because the proposed fare change is not determined to have a Disparate Impact on minority riders or a Disproportionate Burden on low-income riders, no mitigations to the proposed fare change are required.

1. BACKGROUND

The Southern California Regional Rail Authority is the Joint Powers Authority (JPA) which provides the "Metrolink" commuter rail service within the counties of Los Angeles, Orange, Riverside, San Bernardino, Ventura, and northern San Diego County.

Fares for the Metrolink system use a mileage-based fare structure with several flat rate day passes regardless of distance traveled. Ticket types are available for single trips, flex passes and as period-specific passes (day, month) with fare discounts available for seniors, disabled riders, students, youth, active military and veterans. Mobility-4-All discounts are also offered to lower income customers receiving CalFresh benefits. The Metrolink fare structure applies systemwide, with some lines permanently discounted compared to systemwide fare levels.

Metrolink is proposing a reduction in service as well as a fare increase to be implemented as early as October 2026 to address an expected budget shortfall. Metrolink is conducting this Title VI Fare Equity Analysis in compliance with Federal Transit Administration (FTA) requirements and the Authority's adopted:

- Major Service Change Policy
- Disparate Impact Policy
- Disproportionate Burden Policy

Metrolink is also considering service reductions to meet budget shortfalls and will be conducting a separate Title VI Service Equity Analysis of the proposed changes.

2. PROPOSED FARE POLICY CHANGES

Metrolink is proposing a fare increase to be implemented as early as October 2026 to address an expected budget shortfall. As part of the fare increase, the following fares are proposed to change:

- **One-Way Ticket: i**ncrease the fare by 14%.
- **SoCal Day Pass (weekdays):** increase the regular Adult price to $19 from $15 (including respective changes in discounted prices).
- **SoCal Day Pass (weekends): i**ncrease the regular Adult price to $12 from $10 (including respective changes in discounted prices).

As part of the proposed fare change, Metrolink aims to keep the price of the 5-Day Flex Passes and Monthly Passes unchanged. Both of these products are priced based on a multiple of the One-Way Ticket price. Metrolink is proposing to reduce the pricing multiple for both ticket types; however, the reduction in pricing multiples in combination with the One-Way Ticket price increases may result in slight differences in price for 5-Day Flex Passes and Monthly Passes for some station pairs.

- **5-Day Flex Pass:** The 5-Day Flex Pass pricing multiplier will decrease from 9x to 8x the One-Way Ticket price.
- **Monthly Pass:** The Monthly Pass pricing multiplier will decrease from 25x to 22x the One-Way Ticket price.

In addition, Metrolink proposes the following fare policy changes:

- Change the expiration time for One-way Tickets from 3 hours to 5 hours from the time of purchase.
- Discontinue the online sales portal on the Metrolink website.

3. TITLE VI REGULATORY CONTEXT

3.1 Federal Regulations

Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d) provides that: "No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." The scope of Title VI was expanded by the Civil Rights Restoration Act of 1987 (P.L. 100-209) to include all of a recipient's and contractor's programs or activities whether federally assisted or not.

The February 11, 1994, Executive Order 12898 on Environmental Justice requires that disproportionately high and adverse impacts on low income and minority populations be identified and addressed. Executive Order 12898 applies to all programs, policies, and activities of the transportation program and is consistent with Title VI of the Civil Rights Act of 1964. Executive Order 12898 also requires public involvement and mandates that transportation agencies ensure there is no exclusion from participation, no denial of benefits, and no discrimination in the services which they provide. While this Executive Order was rescinded in early 2025, references to this EO are still included in the federal Title VI guidance; consequently, impacts to low-income populations are analyzed within this Fare Equity Analysis.

The Federal Transit Administration (FTA) requires agencies who receive federal funds to conduct assessments to demonstrate nondiscrimination of services and facilities for minority and low-income communities.

Specifically, FTA Circular 4702.1B requires Metrolink to conduct a Fare Equity Analysis on most proposed fare changes, regardless of the amount of increase or decrease, to evaluate the effects of the proposed fare change to determine if the change would result in a Disparate Impact to minority populations or a Disproportionate Burden to low-income populations. To accomplish the analysis, fixed-route public transit agencies must clearly establish threshold definitions for measuring Disparate Impacts and Disproportionate Burdens.

The following definitions apply:

- **Disparate Impact** refers to a facially neutral policy or practice that disproportionately affects members of a group identified by race, color, or national origin, where the recipient's policy or practice lacks a substantial legitimate justification or where there exist one or more alternatives that would serve the same legitimate objectives but with less disproportionate effect on the basis of race, color, or national origin.
- **Disproportionate Burden** refers to a neutral policy or practice that disproportionately affects low-income populations more than non-low-income populations. A finding of disproportionate burden requires the recipient to evaluate alternatives and mitigate burdens where practicable.

3.2 SCRRA Title VI Policy

To comply with federal guidance with C4702.1B, the Metrolink Board of Directors approved the agency's revised 'Disparate Impact and Disproportionate Burden Policy: Fare Changes' on June 14, 2019 to assess adverse effects on minority and low-income populations.

With their policy, Metrolink defines a fare change as any increase or decrease in a transit provider's fare, regardless of the magnitude. All fare changes must be the subject of a Fare Equity Analysis other than those falling within the following exceptions:

- "Spare the Air Days" or other instances when a local municipality or agency has declared that all passengers ride free
- Temporary fare reductions that are mitigating measures for other actions
- Promotional fare reductions that last less than 6 months.

The policy also establishes the thresholds for evaluating the equity impacts and distribution of adverse effects and benefits caused by the fare change. The following presents Metrolink's thresholds.

Disparate Impacts for Minority Populations
The measure of Disparate Impact involves a comparison of impacts borne by minority populations resulting from fare changes, compared to those impacts borne by non-minority populations.

- Fare change proposals are determined to have a **Disparate Impact** on minority populations if, when viewed as a whole, the average percentage change experienced by minority riders is at least 5% higher than the average percentage change experienced by non-minority riders.
- Additionally, if the cumulative benefits associated with the fare change that accrue to non-minority riders are 5% greater than the cumulative benefits that accrue to minority riders, then that change will be determined to have a **Disparate Impact**.

Disproportionate Burdens for Low–Income Populations
The measure of Disproportionate Burden involves a comparison of impacts resulting from fare changes borne by low-income populations compared to those impacts borne by non-low-income populations.

- Fare change proposals are determined to have a **Disproportionate Burden** on low-income populations if, when viewed as a whole, the average percentage change experienced by low-income riders is at least 5% higher than the average percentage change experienced by non-low-income riders.
- Additionally, if the cumulative benefits associated with the fare change that accrue to non-low-income riders are 5% greater than the cumulative benefits to accrue to low-income riders, then that change will be determined to have a **Disproportionate Burden**.

4. FARE EQUITY METHODOLOGY

4.1 Methodological Approach

Using the guidance provided in Metrolink's Disparate Impact and Disproportionate Burden Policy: Fare Changes to quantitatively assess the impacts associated with the proposed fare change on minority and low-income populations, it is necessary to use data sets that present fare payment behavior that can be disaggregated by ethnicity and income as the basis of the analysis. This allows an analysis that can better isolate rider populations that may be affected by the fare change and compare these groups to the non-protected rider population.

In order to be able to assess the impacts of the proposed fare change on minority and low-income populations, the methodology for the Fare Equity Analysis uses an Average Fare Analysis that

considers ridership by unique ticket type, disaggregated by income and ethnicity. Estimating ridership by unique ticket type requires applying the average number of trips taken per ticket type to ticket sales data. The number of trips taken with a given ticket type may be different from how the ticket type is priced. For example, while the Adult Monthly Pass is priced at 22 trips per month (lowered from a price multiple of 25 trips per month in this fare change), the average usage is assumed to be 38 trips per month. The Average Fare Analysis also accounts for transfers to complete a one-way trip in order to estimate unlinked trips. As a result, the Average Fare per unlinked trip is less than the posted fare price. Demographics are overlayed onto this data to provide Average Fare for each unique type of fare. Using this analysis, it is possible to analyze the impacts of the proposed fare change by each type of fare and cumulatively based on how each population pays their fare and uses the system.

The Average Fare Analysis uses ticket sales data and ridership from July 2025 through March 2026, combined with the demographic data contained in the most recent 2025 onboard survey to disaggregate ridership by income and ethnicity within each ticket type. This produces an "Average Fare" on a systemwide level as well as for each type of fare — both existing and proposed. The Average Fare Analysis provides the percentage change between the existing and proposed average fares by rider type and ticket type. The Average Fare Analysis uses this data disaggregated by income status and ethnicity to assess whether the cumulative impacts of the proposed fare change will fall within the thresholds established by Metrolink's Disparate Impact and Disproportionate Burden Policy: Fare Changes.

The Average Fare Analysis provides the following correlated information for both the existing and the proposed fare system.

1. Type of fare used by all riders (overall) and by protected status (i.e., low-income vs. non-low-income riders, minority vs. non-minority riders)
2. Numbers of unlinked trips (overall, low-income, non-low-income, minority, and non-minority) within each type of fare
3. Percentage of riders (overall, low-income, non-low-income, minority, and non-minority) within each type of fare
4. Average Fare for each type of fare (overall, low-income, non-low-income, minority, and non-minority)
5. Percentage change for each type of fare, based on the proposed fare change

4.2 Data

2025 Metrolink Onboard Survey

Demographic, income, and ticket type usage data were obtained from Metrolink's systemwide onboard survey. The most recent onboard survey was conducted in 2025 and consisted of 4,357 statistically representative survey responses. Data collection was conducted during a six-week period between June 3 and June 17, 2025. The survey was undertaken prior to the introduction of fare restructuring policy changes in July 2025.

Fare Revenue & Ridership Data - July-2025 through March-2026

Metrolink's ticket type transaction database was queried to calculate average fares by ticket type. Data from a 9-month period from July-2025 through March-2026 was used to determine average fares before the impacts of the proposed fare change are implemented. Post-fare change average fares were calculated based on the distribution of ticket sales and the proposed fare policy changes by fare product and rider category.

4.3 Assumptions/Definitions

Minority Status

Any person that self identifies as non-white under the U.S. Census guidelines is classified as "minority." This includes American Indian or Alaska Native, Asian, Black or African American, Hispanic or Latino, and Native Hawaiian or other Pacific Islander.

Minority status is determined based on survey respondents who did not self-identify as "Caucasian." Applying the 2025 Onboard Survey to July 2025 to March 2026 Ticket Sales data, 77% of Metrolink riders self-identified themselves as not "Caucasian."

Low-Income

FTA Circular 4702.1B encourages the use of a locally developed threshold for defining low-income status. Following FTA's guidance to use locally developed and inclusive definitions of low-income status, specifically in regions with a high cost of living, Metrolink defines low income as falling at or below 200% of the Federal Poverty Guideline (FPG) as defined by the U.S. Department of Health and Human Services (HHS). Since the 2025 Onboard Survey was conducted in June-2025 and asked respondents "What was your household's income last year?", the 2024 HHS Poverty Guidelines are applied. The 2024 HHS Poverty Guidance includes both income and household size in determining income poverty categories, below.

Figure 2. HHS Federal Poverty Guidelines (2024)

Persons in Family/Household	Federal Poverty Guideline (FPG)	200% FPG
1	$15,060	$30,120
2	$20,440	$40,880
3	$25,820	$51,640
4	$31,200	$62,400
5	$36,580	$73,160
6	$41,960	$83,920
7	$47,340	$94,680
8	$52,720	$105,440
For families/households with more than 8 persons, add $5,380 for each additional person.		

Source: Department of Health and Human Services (HHS)

Income information for Metrolink riders is derived from onboard survey data with household income reported by income ranges. Because the onboard survey's income brackets do not exactly match the 2024 HHS Poverty Guidelines, Figure 3 below was used to classify the low-income group that includes the household size of the individual's responses. The low-income classification was established so that if any part of the respondent selected income range fell below the 2024 HHS Poverty Guidance threshold, the entire income range would be assumed to be low income. This approach may result in a slight overstatement of low-income ridership, but was determined to be a conservative approach to evaluating impacts on low-income riders. Based on the definition of low-income, approximately 39% of the ridership between July 2025 to March 2026 is classified as low-income based on household size and income.

Figure 3. Low-Income Classification

Persons in Family/Household	200% FPG (2024)	2025 Onboard Survey Income Classification
1	$30,120	$30,000 - $39,999
2	$40,880	$40,000 - $49,999
3	$51,640	$50,000 - $59,999
4	$62,400	$60,000 - $74,999
5	$73,160	$60,000 - $74,999
6	$83,920	$75,000 - $99,999
7	$94,680	$75,000 - $99,999
8	$105,440	$100,000-$149,999
For families/households with more than 8 persons, income classification was determined based on adding $10,760 for each additional person.		

5. ANALYSIS

5.1 Average Fare Analysis Approach

The analysis evaluated anticipated ticket type usage overall (all riders) and by Title VI protected populations. Ticket type usage for Title VI protected populations was also compared to non-protected populations.

5.1.1 Analytical Approach & Demographic Assumptions

For all riders, the distribution of ticket type usage is based on the July 2025 to March 2026 ticket sales data. This provided a distribution of all riders by rider type and ticket type, available under the Fall 2026 fare structure.

Ticket type usage rates by minority and income status were then estimated based on demographic data from the 2025 Onboard Survey. The distribution of usage by rider type and ticket type for all riders, by minority and by income status is shown in Figure 4. The share of boardings by rider type and ticket type that were minority vs. non-minority, and low-income vs. non-low-income, are shown in Figure 5.

Figure 4. Distribution of Usage by Ticket Type, Minority and Income Status

Rider Type	Ticket Type	Mobility-4-All?	All Riders		Minority		Non-Minority		Low Income		Non-Low Income	
			#	%	#	%	#	%	#	%	#	%
Adult	One-Way	No	746,721	13%	585,953	14%	160,768	13%	335,995	15%	410,726	12%
Adult	L.A. Zone Day Pass	No	20,954	0%	5,305	0%	15,649	1%	305	0%	20,649	1%
Adult	SoCal Day Pass	No	464,076	8%	368,112	9%	95,964	7%	115,152	5%	348,924	10%
Adult	5-Day Flex Pass	No	292,080	5%	215,100	5%	76,980	6%	56,463	3%	235,617	7%
Adult	Monthly Pass	No	1,263,690	23%	903,821	21%	359,869	28%	211,379	10%	1,052,311	31%
Adult	SoCal Weekend/ Holiday Day Pass	No	218,698	4%	169,119	4%	49,579	4%	86,397	4%	132,301	4%
Adult	One-Way	Yes	31,865	1%	25,908	1%	5,957	0%	26,612	1%	5,253	0%
Adult	L.A. Zone Day Pass	Yes	180	0%	147	0%	33	0%	125	0%	55	0%
Adult	SoCal Day Pass	Yes	21,304	0%	18,690	0%	2,614	0%	15,815	1%	5,489	0%
Adult	5-Day Flex Pass	Yes	6,080	0%	5,253	0%	827	0%	2,690	0%	3,390	0%

Rider Type	Ticket Type	Mobility-4-All?	All Riders		Minority		Non-Minority		Low Income		Non-Low Income	
			#	%	#	%	#	%	#	%	#	%
Adult	Monthly Pass	Yes	31,160	1%	25,309	1%	5,851	0%	15,455	1%	15,705	0%
Adult	SoCal Weekend/ Holiday Day Pass	Yes	9,986	0%	6,469	0%	3,517	0%	7,762	0%	2,224	0%
Military/Veterans	One-Way	No	17,390	0%	10,346	0%	7,044	1%	3,178	0%	14,212	0%
Military/Veterans	SoCal Day Pass	No	11,670	0%	6,943	0%	4,727	0%	2,133	0%	9,537	0%
Military/Veterans	5-Day Flex Pass	No	10,220	0%	6,080	0%	4,140	0%	1,868	0%	8,352	0%
Military/Veterans	Monthly Pass	No	26,980	0%	16,051	0%	10,929	1%	4,931	0%	22,049	1%
Military/Veterans	SoCal Weekend/ Holiday Day Pass	No	4,262	0%	2,536	0%	1,726	0%	779	0%	3,483	0%
Military/Veterans	One-Way	Yes	112	0%	67	0%	45	0%	20	0%	92	0%
Military/Veterans	SoCal Day Pass	Yes	88	0%	52	0%	36	0%	16	0%	72	0%
Military/Veterans	5-Day Flex Pass	Yes	110	0%	65	0%	45	0%	20	0%	90	0%
Military/Veterans	Monthly Pass	Yes	266	0%	158	0%	108	0%	49	0%	217	0%
Military/Veterans	SoCal Weekend/ Holiday Day Pass	Yes	30	0%	18	0%	12	0%	5	0%	25	0%
Senior/Disabled/Medicare	One-Way	No	438,676	8%	343,426	8%	95,250	7%	256,292	12%	182,384	5%
Senior/Disabled/Medicare	SoCal Day Pass	No	203,646	4%	135,009	3%	68,637	5%	71,158	3%	132,488	4%
Senior/Disabled/Medicare	5-Day Flex Pass	No	97,510	2%	61,832	1%	35,678	3%	9,599	0%	87,911	3%
Senior/Disabled/Medicare	Monthly Pass	No	141,854	3%	93,608	2%	48,246	4%	46,246	2%	95,608	3%
Senior/Disabled/Medicare	SoCal Weekend/ Holiday Day Pass	No	74,396	1%	41,610	1%	32,786	3%	33,854	2%	40,542	1%
Senior/Disabled/Medicare	One-Way	Yes	35,665	1%	25,764	1%	9,901	1%	32,528	1%	3,137	0%
Senior/Disabled/Medicare	SoCal Day Pass	Yes	36,070	1%	29,460	1%	6,610	1%	25,706	1%	10,364	0%
Senior/Disabled/Medicare	5-Day Flex Pass	Yes	3,160	0%	2,726	0%	434	0%	1,624	0%	1,536	0%
Senior/Disabled/Medicare	Monthly Pass	Yes	6,688	0%	6,688	0%	0	0%	5,516	0%	1,172	0%
Senior/Disabled/Medicare	SoCal Weekend/ Holiday Day Pass	Yes	10,900	0%	8,378	0%	2,522	0%	9,046	0%	1,854	0%
Student/Youth	One-Way	No	617,130	11%	535,654	12%	81,476	6%	349,677	16%	267,453	8%
Student/Youth	SoCal Day Pass	No	285,692	5%	247,974	6%	37,718	3%	161,878	7%	123,814	4%
Student/Youth	5-Day Flex Pass	No	62,910	1%	54,604	1%	8,306	1%	35,646	2%	27,264	1%
Student/Youth	Monthly Pass	No	261,934	5%	227,353	5%	34,581	3%	148,417	7%	113,517	3%
Student/Youth	SoCal Weekend/ Holiday Day Pass	No	99,880	2%	86,694	2%	13,186	1%	56,594	3%	43,286	1%
Student/Youth	One-Way	Yes	17,713	0%	16,612	0%	1,101	0%	14,581	1%	3,132	0%
Student/Youth	SoCal Day Pass	Yes	20,146	0%	18,894	0%	1,252	0%	16,583	1%	3,563	0%
Student/Youth	5-Day Flex Pass	Yes	1,530	0%	1,435	0%	95	0%	1,259	0%	271	0%
Student/Youth	Monthly Pass	Yes	10,108	0%	9,480	0%	628	0%	8,321	0%	1,787	0%
Student/Youth	SoCal Weekend/ Holiday Day Pass	Yes	5,366	0%	5,032	0%	334	0%	4,417	0%	949	0%
		Total	5,608,896	100%	4,323,734	100%	1,285,162	100%	2,176,093	100%	3,432,803	100%

Note: The demographics for Military/Veteran riders is based on the aggregated survey responses for all Military/Veteran ticket types due to the limited sample size in the 2025 Onboard Survey.

Note: The demographics for Student/Youth riders is based on aggregated survey responses for Student/Youth riders that self-identified as participating in, and not participating in, the Mobility-4-All program. Since all Student/Youth riders were free during the time of the survey, there is no differentiation of demographics by ticket type.

Figure 5. Ticket Type by Minority and Income Status

Rider Type	Ticket Type	Mobility-4-All?	Minority	Non-Minority	Sum	Low Income	Non-Low Income	Sum
Adult	One-Way	No	78%	22%	100%	45%	55%	100%
Adult	L.A. Zone Day Pass	No	25%	75%	100%	1%	99%	100%
Adult	SoCal Day Pass	No	79%	21%	100%	25%	75%	100%
Adult	5-Day Flex Pass	No	74%	26%	100%	19%	81%	100%
Adult	Monthly Pass	No	72%	28%	100%	17%	83%	100%
Adult	SoCal Weekend/ Holiday Day Pass	No	77%	23%	100%	40%	60%	100%
Adult	One-Way	Yes	81%	19%	100%	84%	16%	100%
Adult	L.A. Zone Day Pass	Yes	82%	18%	100%	70%	30%	100%
Adult	SoCal Day Pass	Yes	88%	12%	100%	74%	26%	100%
Adult	5-Day Flex Pass	Yes	86%	14%	100%	44%	56%	100%
Adult	Monthly Pass	Yes	81%	19%	100%	50%	50%	100%
Adult	SoCal Weekend/ Holiday Day Pass	Yes	65%	35%	100%	78%	22%	100%
Military/Veterans	One-Way	No	59%	41%	100%	18%	82%	100%
Military/Veterans	SoCal Day Pass	No	59%	41%	100%	18%	82%	100%
Military/Veterans	5-Day Flex Pass	No	59%	41%	100%	18%	82%	100%
Military/Veterans	Monthly Pass	No	59%	41%	100%	18%	82%	100%
Military/Veterans	SoCal Weekend/ Holiday Day Pass	No	59%	41%	100%	18%	82%	100%
Military/Veterans	One-Way	Yes	59%	41%	100%	18%	82%	100%
Military/Veterans	SoCal Day Pass	Yes	59%	41%	100%	18%	82%	100%
Military/Veterans	5-Day Flex Pass	Yes	59%	41%	100%	18%	82%	100%
Military/Veterans	Monthly Pass	Yes	59%	41%	100%	18%	82%	100%
Military/Veterans	SoCal Weekend/ Holiday Day Pass	Yes	59%	41%	100%	18%	82%	100%
Senior/Disabled/Medicare	One-Way	No	78%	22%	100%	58%	42%	100%
Senior/Disabled/Medicare	SoCal Day Pass	No	66%	34%	100%	35%	65%	100%
Senior/Disabled/Medicare	5-Day Flex Pass	No	63%	37%	100%	10%	90%	100%
Senior/Disabled/Medicare	Monthly Pass	No	66%	34%	100%	33%	67%	100%
Senior/Disabled/Medicare	SoCal Weekend/ Holiday Day Pass	No	56%	44%	100%	46%	54%	100%
Senior/Disabled/Medicare	One-Way	Yes	72%	28%	100%	91%	9%	100%
Senior/Disabled/Medicare	SoCal Day Pass	Yes	82%	18%	100%	71%	29%	100%
Senior/Disabled/Medicare	5-Day Flex Pass	Yes	86%	14%	100%	51%	49%	100%
Senior/Disabled/Medicare	Monthly Pass	Yes	100%	0%	100%	82%	18%	100%
Senior/Disabled/Medicare	SoCal Weekend/ Holiday Day Pass	Yes	77%	23%	100%	83%	17%	100%
Student/Youth	One-Way	No	87%	13%	100%	57%	43%	100%
Student/Youth	SoCal Day Pass	No	87%	13%	100%	57%	43%	100%
Student/Youth	5-Day Flex Pass	No	87%	13%	100%	57%	43%	100%
Student/Youth	Monthly Pass	No	87%	13%	100%	57%	43%	100%
Student/Youth	SoCal Weekend/ Holiday Day Pass	No	87%	13%	100%	57%	43%	100%
Student/Youth	One-Way	Yes	94%	6%	100%	82%	18%	100%

Rider Type	Ticket Type	Mobility-4-All?	Minority	Non-Minority	Sum	Low Income	Non-Low Income	Sum
Student/Youth	SoCal Day Pass	Yes	94%	6%	100%	82%	18%	100%
Student/Youth	5-Day Flex Pass	Yes	94%	6%	100%	82%	18%	100%
Student/Youth	Monthly Pass	Yes	94%	6%	100%	82%	18%	100%
Student/Youth	SoCal Weekend/ Holiday Day Pass	Yes	94%	6%	100%	82%	18%	100%
		Total	77%	23%	100%	39%	61%	100%

Note: The demographics for Military/Veteran riders is based on the aggregated survey responses for all Military/Veteran ticket types due to the limited sample size in the 2025 Onboard Survey.
Note: The demographics for Student/Youth riders is based on aggregated survey responses for Student/Youth riders that self-identified as participating in, and not participating in, the Mobility-4-All program. Since all Student/Youth riders were free during the time of the survey, there is no differentiation of demographics by ticket type.

5.1.2 Baseline Ticket Sales Assumptions

The baseline ridership used in the Average Fare Analysis was based on tickets sold between July 2025 and March 2026. This time period was selected as it ensured that the distribution of ticket types selected by Metrolink customers was consistent throughout the time period (fare policy changes were made beginning July 1, 2025) and provided the most recent sales data possible. .

5.1.3 2025 Onboard Survey Assumptions

The recently completed 2025 Onboard Survey was the source for demographic assumptions for Metrolink riders. The survey was undertaken prior to the fare restructuring policy changes beginning in July 2025, so a number of the ticket types reflected in the survey responses were either discontinued or customers were forced to choose a different product. For this reason, a number of assumptions were made to align ticket types from the survey responses to observed ticket type purchases between July 2025 and March 2026. These assumptions included:

- Respondents who purchased a One-Way ticket were assumed to remain One-Way ticket purchasers.
- Respondents purchasing a Round-Trip ticket were assumed to transition to one of four products:
    - Respondents traveling between the eight LA Zone stations were assumed to transition to the LA Zone Day Pass.
    - Respondents with an origin, destination or origin-destination station pair outside the eight LA Zone stations and with a One-Way ticket price of $9.50 or greater were assumed to transition to the SoCal Day Pass.
    - Respondents with an origin, destination or origin-destination station pair outside the eight LA Zone stations, with a One-Way ticket price of $9.50 or less, and who made 8 or fewer one-way trips per month were assumed to transition to One-Way tickets.
    - Respondents with an origin, destination or origin-destination station pair outside the eight LA Zone stations, with a One-Way ticket price of $9.50 or less, and who made 8 or more one-way trips per month were assumed to transition to the 5-Day Flex Pass.
- Respondents who purchased a 5-Day Flex Pass were assumed to remain 5-Day Flex Pass purchasers. Respondents purchasing a 10-Day Flex Pass were assumed to migrate to the 5-Day Flex Pass.
- Respondents who purchased a Monthly Pass were assumed to remain Monthly Pass purchasers. Respondents purchasing a 7-Day Pass were assumed to migrate to the Monthly Pass.

- Respondents who purchased a Weekend or Holiday Day Pass were assumed to remain Weekend/Holiday Day Pass purchasers.

With these ticket type migration assumptions, the share of minority, non-minority, low-income and non-low-income demographics for each modified ticket type were calculated and applied to each customer segment.

Several additional assumptions were made to the demographic data, including:

- Due to limited surveys from Military respondents, the demographics applied to Military/Veteran riders is based on the aggregated survey responses for all Military/Veteran ticket types.
- Metrolink's low-income definition (200% of the Federal Poverty Guidelines) aligns with the general eligibility requirements to participate in the Mobility-4-All program (generally, monthly gross income at or below 200% of the Federal Poverty Guidelines, with exceptions), so one would expect that nearly 100% of Mobility-4-All customers would be considered low-income. However, for this analysis we relied on survey respondents' own stated household income and household size to determine their income status.
- At the time of the survey, all Student/Youth respondents were eligible for a free fare so there were no demographics disaggregated by ticket type, only by whether the respondents indicated that they or a member of their household had a CalFresh EBT card (required to participate in the Mobility-4-All program). As such, the demographics for Student/Youth are only differentiated by whether or not they qualify to participate in the Mobility-4-All program.
- Several customer segments had no responses in the 2025 Onboard Survey. In these circumstances, the aggregated weighted response by rider type and Mobility-4-All participation was applied. For example, there were no respondents indicating that they used a Senior/Disabled, SoCal Weekend/Holiday Day Pass with the Mobility-4-All discount. In this case, the demographics for all Senior/Disabled respondents indicating that they used the Mobility-4-All discount were applied to this customer segment.

5.2 Average Fare Analysis Results

The Average Fare Analysis was conducted to understand the average fare paid by rider type and ticket type and by protected and non-protected riders under the existing and proposed fare levels. The absolute and percentage change in the average fare paid by minority, non-minority, low-income, and non-low-income riders was calculated. Figure 6 provides the results of the Average Fare Analysis. Overall, the proposed fare change is expected to result in the average fare per boarding for all riders to increase by 11.3%, from $4.93 to $5.49.

Figure 6. Average Fare Analysis Results

	Average Fare Per Boarding									
	All Riders		Minority		Non-Minority		Low-Income		Non-Low-Income	
	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed
Average Fare	$ 4.93	$ 5.49	$ 4.90	$ 5.47	$5.03	$ 5.54	$ 4.54	$ 5.14	$ 5.18	$ 5.71
% Change		11.3%		11.7%		10.1%		13.3%		10.2%
Difference in % Change				**1.6%**				**3.1%**		

Among existing Metrolink riders, the current average fare for minority riders ($4.90) is approximately equal to all riders ($4.93) and lower than non-minority riders ($5.03). The current

average fare for low-income riders ($4.54) is lower than all riders ($4.93) and non-low-income riders ($5.18).

The percentage increase in the average fare per boarding for minority and low-income riders is greater than for non-minority and non-low-income riders:

- **Minority Riders:** the average fare per boarding is expected to increase from $4.90 to $5.47, a 11.7% increase.
- **Non-Minority Riders:** the average fare per boarding is expected to increase from $5.03 to $5.54, a 10.1% increase.
- **Low-Income Riders:** the average fare per boarding is expected to increase from $4.54 to $5.14, a 13.3% increase.
- **Non-Low-Income Riders:** the average fare per boarding is expected to increase from $5.18 to $5.71, a 10.2% increase.

Detailed results are available in Appendix A.

6. FINDINGS

The proposed fare change will result in a greater increase in the average fare per boarding for minority riders and for low-income riders than for non-minority and non-low-income riders, as shown in Figure 7.

Figure 7. Average Fare Analysis Results for Protected and Non-Protected Riders

	Average Fare Per Boarding							
	Minority		Non-Minority		Low-Income		Non-Low-Income	
	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed
Average Fare	$ 4.90	$ 5.47	$5.03	$ 5.54	$ 4.54	$ 5.14	$ 5.18	$ 5.71
% Change		11.7%		10.1%		13.3%		10.2%
Diff in % Change		**1.6%**				**3.1%**		

While the proposed fare change is less onerous on non-minority and non-low-income riders than on minority and low-income riders, the difference in the percentage increase in the average fare per boarding for minority riders or for low-income riders compared to non-minority riders and non-low-income riders is less than the 5% threshold established in Metrolink's Title VI policies for fare change proposals. As such, the results of the Average Fare Analysis find that there is no Disparate Impact on minority riders or a Disproportionate Burden on low-income riders.

Because the proposed fare change is determined to not have a Disparate Impact on minority riders or a Disproportionate Burden on low-income riders, no mitigations to the proposed fare change are required.

APPENDIX A: AVERAGE FARE ANALYSIS RESULTS

Figure A-1: Average Fare Analysis by Minority Status - Fall 2026 Fare Increase

Rider Type	Fare Product	Mobility-4-All?	Average Fare per Boarding		Change in Average Fare	% Change in Average Fare	All Riders				Minority Riders				Non-Minority Riders			
							Number of Riders		Fare Revenue		Number of Riders		Fare Revenue		Number of Riders		Fare Revenue	
			Existing	Proposed			Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed
Adult	One-Way	No	$ 7.77	$ 8.82	$1.05	13.5%	746,721	746,721	$5,804,693	$6,586,875	585,953	585,953	$4,554,949	$5,168,728	160,768	160,768	$1,249,744	$1,418,146
Adult	LA. Zone Day Pass	No	$ 2.40	$ 2.40	$0.00	0.0%	20,954	20,954	$50,305	$50,305	5,305	5,305	$12,736	$12,736	15,649	15,649	$37,569	$37,569
Adult	SoCal Day Pass	No	$ 6.90	$ 8.77	$1.86	27.0%	464,076	464,076	$3,204,177	$4,067,900	368,112	368,112	$2,541,600	$3,226,718	95,964	95,964	$662,577	$841,182
Adult	5-Day Flex Pass	No	$ 7.23	$ 7.27	$0.05	0.6%	292,080	292,080	$2,110,982	$2,124,478	215,100	215,100	$1,554,616	$1,564,555	76,980	76,980	$556,366	$559,923
Adult	Monthly Pass	No	$ 5.18	$ 5.20	$0.03	0.5%	1,263,690	1,263,690	$6,541,276	$6,575,707	903,821	903,821	$4,678,475	$4,703,100	359,869	359,869	$1,862,801	$1,872,606
Adult	SoCal Weekend/Holiday Day Pass	No	$ 4.73	$ 5.68	$0.95	20.0%	218,698	218,698	$1,034,382	$1,241,586	169,119	169,119	$799,886	$960,116	49,579	49,579	$234,496	$281,470
Adult	One-Way	Yes	$ 3.72	$ 4.29	$0.57	15.2%	31,865	31,865	$118,554	$136,568	25,908	25,908	$96,391	$111,037	5,957	5,957	$22,163	$25,531
Adult	LA. Zone Day Pass	Yes	$ 1.24	$ 1.24	$0.00	0.0%	180	180	$223	$223	147	147	$182	$182	33	33	$40	$40
Adult	SoCal Day Pass	Yes	$ 3.64	$ 4.61	$0.97	26.7%	21,304	21,304	$77,573	$98,259	18,690	18,690	$68,056	$86,204	2,614	2,614	$9,517	$12,055
Adult	5-Day Flex Pass	Yes	$ 3.38	$ 3.42	$0.03	1.0%	6,080	6,080	$20,577	$20,779	5,253	5,253	$17,778	$17,953	827	827	$2,799	$2,826
Adult	Monthly Pass	Yes	$ 2.71	$ 2.72	$0.02	0.6%	31,160	31,160	$84,310	$84,807	25,309	25,309	$68,480	$68,884	5,851	5,851	$15,830	$15,923
Adult	SoCal Weekend/Holiday Day Pass	Yes	$ 2.36	$ 2.83	$0.47	20.0%	9,986	9,986	$23,520	$28,224	6,469	6,469	$15,237	$18,284	3,517	3,517	$8,283	$9,940
Military/Veterans	One-Way	No	$ 7.48	$ 8.49	$1.00	13.4%	17,390	17,390	$130,146	$147,606	10,346	10,346	$77,425	$87,812	7,044	7,044	$52,720	$59,793
Military/Veterans	SoCal Day Pass	No	$ 5.96	$ 7.53	$1.57	26.4%	11,670	11,670	$69,499	$87,839	6,943	6,943	$41,346	$52,256	4,727	4,727	$28,153	$35,583
Military/Veterans	5-Day Flex Pass	No	$ 6.37	$ 6.41	$0.04	0.6%	10,220	10,220	$65,072	$65,468	6,080	6,080	$38,712	$38,947	4,140	4,140	$26,360	$26,520
Military/Veterans	Monthly Pass	No	$ 4.90	$ 4.91	$0.01	0.2%	26,980	26,980	$132,122	$132,358	16,051	16,051	$78,601	$78,741	10,929	10,929	$53,521	$53,617
Military/Veterans	SoCal Weekend/Holiday Day Pass	No	$ 4.18	$ 5.00	$0.81	19.5%	4,262	4,262	$17,834	$21,307	2,536	2,536	$10,610	$12,675	1,726	1,726	$7,224	$8,631
Military/Veterans	One-Way	Yes	$ 3.30	$ 3.96	$0.67	20.2%	112	112	$369	$444	67	67	$220	$264	45	45	$150	$180
Military/Veterans	SoCal Day Pass	Yes	$ 3.30	$ 4.15	$0.86	25.9%	88	88	$290	$366	52	52	$173	$217	36	36	$118	$148
Military/Veterans	5-Day Flex Pass	Yes	$ 4.38	$ 4.45	$0.07	1.5%	110	110	$482	$490	65	65	$287	$291	45	45	$195	$198
Military/Veterans	Monthly Pass	Yes	$ 2.56	$ 2.53	-$0.03	-1.1%	266	266	$680	$673	158	158	$405	$400	108	108	$275	$272
Military/Veterans	SoCal Weekend/Holiday Day Pass	Yes	$ 2.38	$ 2.63	$0.24	10.1%	30	30	$72	$79	18	18	$43	$47	12	12	$29	$32
Senior/Disabled/Medicare	One-Way	No	$ 3.96	$ 4.51	$0.55	13.8%	438,676	438,676	$1,738,163	$1,977,574	343,426	343,426	$1,360,753	$1,548,181	95,250	95,250	$377,410	$429,394
Senior/Disabled/Medicare	SoCal Day Pass	No	$ 3.52	$ 4.46	$0.94	26.7%	203,646	203,646	$716,690	$907,906	135,009	135,009	$475,137	$601,906	68,637	68,637	$241,552	$306,000
Senior/Disabled/Medicare	5-Day Flex Pass	No	$ 3.65	$ 3.68	$0.03	0.7%	97,510	97,510	$356,084	$358,654	61,832	61,832	$225,795	$227,425	35,678	35,678	$130,288	$131,229
Senior/Disabled/Medicare	Monthly Pass	No	$ 3.89	$ 3.92	$0.02	0.6%	141,854	141,854	$552,355	$555,687	93,608	93,608	$364,493	$366,692	48,246	48,246	$187,862	$188,995
Senior/Disabled/Medicare	SoCal Weekend/Holiday Day Pass	No	$ 2.38	$ 2.85	$0.48	20.0%	74,396	74,396	$176,803	$212,196	41,610	41,610	$98,886	$118,681	32,786	32,786	$77,917	$93,515
Senior/Disabled/Medicare	One-Way	Yes	$ 1.92	$ 2.23	$0.30	15.8%	35,665	35,665	$68,570	$79,415	25,764	25,764	$49,535	$57,369	9,901	9,901	$19,035	$22,046
Senior/Disabled/Medicare	SoCal Day Pass	Yes	$ 1.84	$ 2.33	$0.49	26.7%	36,070	36,070	$66,480	$84,208	29,460	29,460	$54,297	$68,777	6,610	6,610	$12,183	$15,431
Senior/Disabled/Medicare	5-Day Flex Pass	Yes	$ 1.87	$ 1.90	$0.03	1.3%	3,160	3,160	$5,923	$6,003	2,726	2,726	$5,109	$5,177	434	434	$814	$825
Senior/Disabled/Medicare	Monthly Pass	Yes	$ 2.25	$ 2.26	$0.01	0.4%	6,688	6,688	$15,066	$15,122	6,688	6,688	$15,066	$15,122	0	0	$0	$0
Senior/Disabled/Medicare	SoCal Weekend/Holiday Day Pass	Yes	$ 1.15	$ 1.47	$0.32	27.9%	10,900	10,900	$12,491	$15,975	8,378	8,378	$9,601	$12,279	2,522	2,522	$2,890	$3,696
Student/Youth	One-Way	No	$ 3.83	$ 4.34	$0.51	13.4%	617,130	617,130	$2,361,010	$2,677,979	535,654	535,654	$2,049,301	$2,324,424	81,476	81,476	$311,708	$353,556
Student/Youth	SoCal Day Pass	No	$ 3.33	$ 4.21	$0.89	26.7%	285,692	285,692	$950,212	$1,203,964	247,974	247,974	$824,762	$1,045,012	37,718	37,718	$125,450	$158,951
Student/Youth	5-Day Flex Pass	No	$ 3.26	$ 3.29	$0.03	0.8%	62,910	62,910	$205,295	$207,033	54,604	54,604	$178,191	$179,700	8,306	8,306	$27,104	$27,333
Student/Youth	Monthly Pass	No	$ 2.39	$ 2.40	$0.01	0.6%	261,934	261,934	$624,914	$628,370	227,353	227,353	$542,411	$545,410	34,581	34,581	$82,503	$82,959
Student/Youth	SoCal Weekend/Holiday Day Pass	No	$ 2.33	$ 2.80	$0.47	20.0%	99,880	99,880	$233,085	$279,708	86,694	86,694	$202,312	$242,780	13,186	13,186	$30,773	$36,928
Student/Youth	One-Way	Yes	$ 1.90	$ 2.19	$0.29	15.2%	17,713	17,713	$33,649	$38,770	16,612	16,612	$31,558	$36,360	1,101	1,101	$2,091	$2,410
Student/Youth	SoCal Day Pass	Yes	$ 1.85	$ 2.34	$0.49	26.6%	20,146	20,146	$37,200	$47,106	18,894	18,894	$34,888	$44,178	1,252	1,252	$2,312	$2,928
Student/Youth	5-Day Flex Pass	Yes	$ 1.70	$ 1.71	$0.02	0.9%	1,530	1,530	$2,598	$2,622	1,435	1,435	$2,436	$2,459	95	95	$161	$163
Student/Youth	Monthly Pass	Yes	$ 1.23	$ 1.25	$0.01	1.1%	10,108	10,108	$12,479	$12,611	9,480	9,480	$11,703	$11,827	628	628	$776	$784
Student/Youth	SoCal Weekend/Holiday Day Pass	Yes	$ 1.23	$ 1.47	$0.25	20.0%	5,366	5,366	$6,593	$7,911	5,032	5,032	$6,183	$7,419	334	334	$410	$492
Sum							5,608,896	5,608,896	$27,662,793	$30,791,147	4,323,734	4,323,734	$21,198,621	$23,671,327	1,285,162	1,285,162	$6,464,172	$7,119,821
Average Fare									$4.93	$5.49			$4.90	$5.47			$5.03	$5.54
Percentage Change in Average Fare										11.3%				11.7%				10.1%
% Difference - Protected vs. Non-Protected Population														**1.6%**				

Note: The demographics for Military/Veteran riders is based on the aggregated survey responses for all Military/Veteran ticket types due to the limited sample size in the 2025 Onboard Survey.

Note: The demographics for Student/Youth riders is based on aggregated survey responses for Student/Youth riders that self-identified as participating in, and not participating in, the Mobility-4-All program. Since all Student/Youth riders were free during the time of the survey, there is no differentiation of demographics by ticket type.

Figure A-2: Average Fare Analysis by Low-Income Status - Fall 2026 Fare Increase

Rider Type	Fare Product	Mobility-4-All?	Average Fare per Boarding		Change in Average Fare	% Change in Average Fare	All Riders				Low Income Riders				Non-Low Income Riders			
							Number of Riders		Fare Revenue		Number of Riders		Fare Revenue		Number of Riders		Fare Revenue	
			Existing	Proposed			Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed
Adult	One-Way	No	$ 7.77	$ 8.82	$1.05	13.5%	746,721	746,721	$5,804,693	$6,586,875	335,995	335,995	$2,611,883	$2,963,834	410,726	410,726	$3,192,810	$3,623,041
Adult	L.A. Zone Day Pass	No	$ 2.40	$ 2.40	$0.00	0.0%	20,954	20,954	$50,305	$50,305	305	305	$733	$733	20,649	20,649	$49,572	$49,572
Adult	SoCal Day Pass	No	$ 6.90	$ 8.77	$1.86	27.0%	464,076	464,076	$3,204,177	$4,067,900	115,152	115,152	$795,055	$1,009,372	348,924	348,924	$2,409,122	$3,058,528
Adult	5-Day Flex Pass	No	$ 7.23	$ 7.27	$0.05	0.6%	292,080	292,080	$2,110,982	$2,124,478	56,463	56,463	$408,079	$410,688	235,617	235,617	$1,702,903	$1,713,790
Adult	Monthly Pass	No	$ 5.18	$ 5.20	$0.03	0.5%	1,263,690	1,263,690	$6,541,276	$6,575,707	211,379	211,379	$1,094,167	$1,099,926	1,052,311	1,052,311	$5,447,109	$5,475,780
Adult	SoCal Weekend/Holiday Day Pass	No	$ 4.73	$ 5.68	$0.95	20.0%	218,698	218,698	$1,034,382	$1,241,586	86,397	86,397	$408,634	$490,490	132,301	132,301	$625,748	$751,096
Adult	One-Way	Yes	$ 3.72	$ 4.29	$0.57	15.2%	31,865	31,865	$118,554	$136,568	26,612	26,612	$99,010	$114,054	5,253	5,253	$19,544	$22,514
Adult	L.A. Zone Day Pass	Yes	$ 1.24	$ 1.24	$0.00	0.0%	180	180	$223	$223	125	125	$155	$155	55	55	$68	$68
Adult	SoCal Day Pass	Yes	$ 3.64	$ 4.61	$0.97	26.7%	21,304	21,304	$77,573	$98,259	15,815	15,815	$57,587	$72,943	5,489	5,489	$19,986	$25,316
Adult	5-Day Flex Pass	Yes	$ 3.38	$ 3.42	$0.03	1.0%	6,080	6,080	$20,577	$20,779	2,690	2,690	$9,103	$9,193	3,390	3,390	$11,474	$11,586
Adult	Monthly Pass	Yes	$ 2.71	$ 2.72	$0.02	0.6%	31,160	31,160	$84,310	$84,807	15,455	15,455	$41,817	$42,064	15,705	15,705	$42,493	$42,744
Adult	SoCal Weekend/Holiday Day Pass	Yes	$ 2.36	$ 2.83	$0.47	20.0%	9,986	9,986	$23,520	$28,224	7,762	7,762	$18,282	$21,939	2,224	2,224	$5,238	$6,285
Military/Veterans	One-Way	No	$ 7.48	$ 8.49	$1.00	13.4%	17,390	17,390	$130,146	$147,606	3,178	3,178	$23,787	$26,978	14,212	14,212	$106,359	$120,627
Military/Veterans	SoCal Day Pass	No	$ 5.96	$ 7.53	$1.57	26.4%	11,670	11,670	$69,499	$87,839	2,133	2,133	$12,702	$16,055	9,537	9,537	$56,796	$71,784
Military/Veterans	5-Day Flex Pass	No	$ 6.37	$ 6.41	$0.04	0.6%	10,220	10,220	$65,072	$65,468	1,868	1,868	$11,893	$11,966	8,352	8,352	$53,179	$53,502
Military/Veterans	Monthly Pass	No	$ 4.90	$ 4.91	$0.01	0.2%	26,980	26,980	$132,122	$132,358	4,931	4,931	$24,148	$24,191	22,049	22,049	$107,974	$108,167
Military/Veterans	SoCal Weekend/Holiday Day Pass	No	$ 4.18	$ 5.00	$0.81	19.5%	4,262	4,262	$17,834	$21,307	779	779	$3,260	$3,894	3,483	3,483	$14,574	$17,412
Military/Veterans	One-Way	Yes	$ 3.30	$ 3.96	$0.67	20.2%	112	112	$369	$444	20	20	$67	$81	92	92	$302	$363
Military/Veterans	SoCal Day Pass	Yes	$ 3.30	$ 4.15	$0.86	25.9%	88	88	$290	$366	16	16	$53	$67	72	72	$237	$299
Military/Veterans	5-Day Flex Pass	Yes	$ 4.38	$ 4.45	$0.07	1.5%	110	110	$482	$490	20	20	$88	$89	90	90	$394	$400
Military/Veterans	Monthly Pass	Yes	$ 2.56	$ 2.53	-$0.03	-1.1%	266	266	$680	$673	49	49	$124	$123	217	217	$556	$550
Military/Veterans	SoCal Weekend/Holiday Day Pass	Yes	$ 2.38	$ 2.63	$0.24	10.1%	30	30	$72	$79	5	5	$13	$14	25	25	$58	$64
Senior/Disabled/Medicare	One-Way	No	$ 3.96	$ 4.51	$0.55	13.8%	438,676	438,676	$1,738,163	$1,977,574	256,292	256,292	$1,015,503	$1,155,376	182,384	182,384	$722,660	$822,198
Senior/Disabled/Medicare	SoCal Day Pass	No	$ 3.52	$ 4.46	$0.94	26.7%	203,646	203,646	$716,690	$907,906	71,158	71,158	$250,426	$317,240	132,488	132,488	$466,264	$590,665
Senior/Disabled/Medicare	5-Day Flex Pass	No	$ 3.65	$ 3.68	$0.03	0.7%	97,510	97,510	$356,084	$358,654	9,599	9,599	$35,055	$35,308	87,911	87,911	$321,029	$323,346
Senior/Disabled/Medicare	Monthly Pass	No	$ 3.89	$ 3.92	$0.02	0.6%	141,854	141,854	$552,355	$555,687	46,246	46,246	$180,072	$181,159	95,608	95,608	$372,283	$374,529
Senior/Disabled/Medicare	SoCal Weekend/Holiday Day Pass	No	$ 2.38	$ 2.85	$0.48	20.0%	74,396	74,396	$176,803	$212,196	33,854	33,854	$80,454	$96,560	40,542	40,542	$96,349	$115,636
Senior/Disabled/Medicare	One-Way	Yes	$ 1.92	$ 2.23	$0.30	15.8%	35,665	35,665	$68,570	$79,415	32,528	32,528	$62,539	$72,430	3,137	3,137	$6,031	$6,985
Senior/Disabled/Medicare	SoCal Day Pass	Yes	$ 1.84	$ 2.33	$0.49	26.7%	36,070	36,070	$66,480	$84,208	25,706	25,706	$47,378	$60,012	10,364	10,364	$19,102	$24,196
Senior/Disabled/Medicare	5-Day Flex Pass	Yes	$ 1.87	$ 1.90	$0.03	1.3%	3,160	3,160	$5,923	$6,003	1,624	1,624	$3,045	$3,086	1,536	1,536	$2,878	$2,917
Senior/Disabled/Medicare	Monthly Pass	Yes	$ 2.25	$ 2.26	$0.01	0.4%	6,688	6,688	$15,066	$15,122	5,516	5,516	$12,426	$12,473	1,172	1,172	$2,639	$2,649
Senior/Disabled/Medicare	SoCal Weekend/Holiday Day Pass	Yes	$ 1.15	$ 1.47	$0.32	27.9%	10,900	10,900	$12,491	$15,975	9,046	9,046	$10,366	$13,258	1,854	1,854	$2,124	$2,717
Student/Youth	One-Way	No	$ 3.83	$ 4.34	$0.51	13.4%	617,130	617,130	$2,361,010	$2,677,979	349,677	349,677	$1,337,791	$1,517,392	267,453	267,453	$1,023,218	$1,160,587
Student/Youth	SoCal Day Pass	No	$ 3.33	$ 4.21	$0.89	26.7%	285,692	285,692	$950,212	$1,203,964	161,878	161,878	$538,408	$682,188	123,814	123,814	$411,804	$521,776
Student/Youth	5-Day Flex Pass	No	$ 3.26	$ 3.29	$0.03	0.8%	62,910	62,910	$205,295	$207,033	35,646	35,646	$116,324	$117,309	27,264	27,264	$88,971	$89,724
Student/Youth	Monthly Pass	No	$ 2.39	$ 2.40	$0.01	0.6%	261,934	261,934	$624,914	$628,370	148,417	148,417	$354,088	$356,046	113,517	113,517	$270,826	$272,324
Student/Youth	SoCal Weekend/Holiday Day Pass	No	$ 2.33	$ 2.80	$0.47	20.0%	99,880	99,880	$233,085	$279,708	56,594	56,594	$132,070	$158,488	43,286	43,286	$101,015	$121,220
Student/Youth	One-Way	Yes	$ 1.90	$ 2.19	$0.29	15.2%	17,713	17,713	$33,649	$38,770	14,581	14,581	$27,699	$31,914	3,132	3,132	$5,950	$6,856
Student/Youth	SoCal Day Pass	Yes	$ 1.85	$ 2.34	$0.49	26.6%	20,146	20,146	$37,200	$47,106	16,583	16,583	$30,622	$38,776	3,563	3,563	$6,578	$8,330
Student/Youth	5-Day Flex Pass	Yes	$ 1.70	$ 1.71	$0.02	0.9%	1,530	1,530	$2,598	$2,622	1,259	1,259	$2,138	$2,158	271	271	$459	$464
Student/Youth	Monthly Pass	Yes	$ 1.23	$ 1.25	$0.01	1.1%	10,108	10,108	$12,479	$12,611	8,321	8,321	$10,272	$10,381	1,787	1,787	$2,207	$2,230
Student/Youth	SoCal Weekend/Holiday Day Pass	Yes	$ 1.23	$ 1.47	$0.25	20.0%	5,366	5,366	$6,593	$7,911	4,417	4,417	$5,427	$6,512	949	949	$1,166	$1,399
Sum							5,608,896	5,608,896	$27,662,793	$30,791,147	2,176,093	2,176,093	$9,872,743	$11,186,912	3,432,803	3,432,803	$17,790,049	$19,604,235
Average Fare									$4.93	$5.49			$4.54	$5.14			$5.18	$5.71
Percentage Change in Average Fare										11.3%				13.3%				10.2%
% Difference - Protected vs. Non-Protected Population														**3.1%**				

Note: The demographics for Military/Veteran riders is based on the aggregated survey responses for all Military/Veteran ticket types due to the limited sample size in the 2025 Onboard Survey.

Note: The demographics for Student/Youth riders is based on aggregated survey responses for Student/Youth riders that self-identified as participating in, and not participating in, the Mobility-4-All program. Since all Student/Youth riders were free during the time of the survey, there is no differentiation of demographics by ticket type.

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I am a citizen of the United States and a resident of the county aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of La Opinión a newspaper of general circulation, printed and published daily in the city of Los Angeles, county of Los Angeles, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California, under the date of July 28, 1969, Case Number: 950176; that the notice, of which the annexed is a printed copy, has been published in each regular and not in any supplement thereof on the following dates, to wit:

June 9

all in the year 2026

I certified (or declared) under penalty of perjury that the foregoing is true and correct.
Dated at Los Angeles, California, this

11 day of June, 2026

Rosa Berumen
Signature

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Autoridad de Tren Regional del Sur de California (SCRRA) Aviso de Audiencia Pública Reestructuración Tarifaria, Aumento de Tarifas y Posible Reducción de Servicio

La Autoridad de Tren Regional del Sur de California (SCRRA, por sus siglas en inglés) que opera como Metrolink, convocará una audiencia pública en la Reunión de la Junta Directiva el viernes 26 de junio de 2026 para evaluar la adopción de la estructura de tarifa modificada introducida el 1 de julio de 2025 como un programa piloto, así como el posible aumento de tarifas y una reducción del servicio.

Desde julio de 2025, los usuarios de Metrolink han estado utilizando la estructura de tarifa simplificada, la cual ha reducido el número de boletos disponibles, ha bajado los precios de la mayoría de los pases mensuales y ha ampliado los descuentos para los usuarios. En junio de 2026, La se solicitará a la Junta que apruebe las tarifas reestructuradas. También están bajo consideración un aumento de tarifas, impactando a los usuarios de boletos sencillos y el Pase Diario SoCal de Metrolink, así como una reducción en los niveles de servicio. Metrolink busca crear oportunidades para la inclusión y la participación de la comunidad invitando al público a revisar y dar su opinión sobre la reestructuración tarifaria, el aumento de tarifas y los recortes de servicio propuestos.

La audiencia pública se incluirá en el orden del día de la Reunión de la Junta Directiva SCRRA el: Viernes 26 de junio de 2026 a las 9:00 a.m. https://metrolinktrains.com/about/board-meetings/agendas-documents/

La información con respecto a este programa está disponible para inspección pública en el sitio de Internet de Metrolink en metrolinktrains.com o en el vestíbulo del edificio de la oficina de la sede de SCRRA ubicada en 900 Wilshire Blvd., Los Ángeles, CA 90017, durante el horario habitual de oficina, lunes a viernes, de 8 a.m. a 4 p.m. Los comentarios y sugerencias pueden ser presentados oralmente o por escrito en la audiencia pública, o publicarse con antelación a la audiencia pública en Internet en, metrolinktrains.com/ecomments o por correo, si se reciben antes de la audiencia pública, a la atención de Tarifas de Metrolink en la oficina sede de SCRRA. Todos los comentarios públicos, independientemente del formato de comunicación, deben ser enviados y recibidos a más tardar el 15 de junio de 2026. Este asunto puede ser continuado por la Junta a una hora o fecha posteriores, a su entera discreción.

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PUBLIC MEETING



ENGLISH | ESPAÑOL

NOTICE OF PUBLIC OUTREACH

Metrolink is facing significant financial pressure due to rising costs and reduced operating funding. As we assess our financial outlook, we are evaluating service reductions and a potential fare increase, which could take effect as early as October.

On June 26, 2026, the Metrolink Board of Directors will hold a Public Hearing on the following proposals:

Fare Increase

Metrolink has not raised fares in the last 13 years, despite periods of high inflation and significantly increased operational costs. Proposed changes include:

- Making the current ticket structure and discounts part of Metrolink's regular fare structure
- Raising fares for One-Way Tickets by up to 15%
- Raising the price of the SoCal Day Pass by up to $2 on weekends and by up to $5 on weekdays

Reduced Service

Potential service reductions may include:

- Fewer trains during peak hours, resulting in longer wait times.
- Elimination of weekend service.
- Fewer midday and late-night trains.
- Adjustments to lines, including shortened routes with some trains no longer serving stations at the end of the line.

How to Comment on These Proposals

Your voice matters. Metrolink offers customers and the public the following ways to share your feedback:

- Submit your comments to **https://metrolinktrains.com/ecomments**
- Attend a virtual public meeting on **May 13 or 14, 2026**, from 5-6 p.m.
- May 13:
  https://scrra.zoom.us/j/84443238325
- May 14:
  https://scrra.zoom.us/j/87260758190
- Attend the in-person public hearing on **June 26, 2026, at 10:00 a.m. in the Metro Board Room at 1 Gateway Plaza, Los Angeles, CA 90012,** or **online;** comments for the public hearing must be made in person or submitted via email ahead of time to **BoardSecretary@scrra.net**.

To request translation for this meeting, please email **communityrelations@scrra.net** at least 72 hours before the meeting.

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6:15

METROLINK

ⓘ OC and IEOC Line Service Advisory

On Sat. and Sun., May 16-17, Orange County and Inland Empire-Orange County Line trains will not operate due to track projects. Tap here for details.

ⓘ Have Your Voice Heard

Share your feedback about proposed service reductions and fare changes at the Public Meeting on Thursday, May 14 (5 pm PST).

Tap here for more information.

Buy Tickets >

☆ L.A. Union Station

→ Cal State L.A.

Ticket Wallet >

Monthly Pass - May ACTIVE

METROLINK

Summary of the Title VI Meeting
Metrolink Title VI meeting was held on Wednesday, May 13, 2026, at 5:00 pm for the interested riders virtually Via Zoom. The meeting was presented and moderated by Sylvia Novoa with Javier Morrone supporting in Spanish interpretation.

Presentation Topics:

- Who Is Metrolink, and How Are We Funded?
- What Is Title VI?
- Metrolink Title VI Outreach Efforts
- What Are LEP Languages?
- Why Are We Here Today?
- Summary of Changes Under Consideration
- Opportunity to Comment
- Public Comment

This meeting provided an opportunity to gather public comments regarding proposed fare restructuring, potential fare increases, and possible service reductions for Metrolink rail service. The meeting was conducted virtually and included a presentation followed by an open public comment period. The total attendance was 47.

Metrolink representative welcomed attendees and explained that the purpose of the meeting was to receive feedback on proposals that have not yet been approved. The Title VI process was reviewed, emphasizing Metrolink's responsibility to ensure that any changes to fares or service do not disproportionately impact minority, low-income, or limited English proficiency populations. The agency outlined its outreach efforts, which included multilingual notifications, digital communications, online postings, and multiple opportunities for public participation, including additional meetings and an upcoming Board hearing.

Staff provided an overview of Metrolink operations, noting that the system spans six counties, operates seven lines, and serves dozens of stations across a 500+ mile network. Funding sources were clarified, highlighting that Metrolink operates as a regional rail provider supported by multiple partner agencies.

The presentation outlined the key proposals under consideration. These include simplifying the fare structure to make it easier for customers to understand and purchase tickets, implementing a potential fare increase of up to 15 percent for one-way trips, and adjusting pricing for day passes. In addition, possible service reductions were presented due to financial pressures, including fewer peak-hour trains, reductions in midday and late-night service, elimination of weekend service, and shortened routes where trains may not run the

full length of the line. These considerations stem from rising operating costs and the possibility of reduced funding, combined with the fact that fares have not been increased in more than a decade.

The timeline for outreach and decision-making was also shared. Public comments are being collected through multiple channels and will remain open until mid-June 2026. All feedback will be compiled and presented to the Metrolink Board of Directors, who will review the information and consider potential actions at a public hearing scheduled for late June.

Following the presentation, the meeting was opened to public comment. Participants were given time to provide feedback, and a wide range of perspectives were shared. A consistent theme among commenters was strong concern about the combined impact of fare increases and service reductions occurring simultaneously. Several attendees expressed the belief that reducing service while increasing costs could decrease ridership and create long-term challenges for the system.

Riders emphasized the importance of maintaining reliable and frequent service, particularly for commuters, students, and essential workers. Many described how recent or potential service reductions have already impacted commute times, work schedules, and quality of life. Some noted that reduced service options have forced them to find alternative transportation, including driving, which increases costs and stress.

Several commenters indicated conditional support for fare increases, provided that service levels are maintained or improved. Suggestions were offered for alternative approaches, including presenting multiple scenarios for consideration (such as fare increases without service cuts or vice versa), implementing more flexible or market-based pricing strategies, and prioritizing affordability for short-distance riders. Others urged maintaining critical services such as early morning trains, evening service, and weekend operations.

Regional concerns were also raised, including the need for equitable representation of riders from different counties and the impact of funding decisions made by partner agencies. Some participants encouraged broader public advocacy and engagement with regional transportation agencies responsible for funding decisions.

Overall, the public comments reflected significant concern about preserving service reliability and accessibility, with many emphasizing the importance of avoiding cuts that could reduce ridership and limit transportation options. At the same time, there was recognition of the financial challenges facing the agency and a willingness among some riders to support fare increases if they result in sustained or improved service levels.

The meeting concluded after the public comment period, with staff reiterating that all feedback will be documented and shared with the Metrolink Board of Directors as part of the decision-making process.

Questions/Comments

- **Grady Yu:** Okay, great to you, OC Line rider. So, I'm opposing—opposed to—both having service cuts and fare increases at the same time, because that could lead to a transit doom loop, where higher fares for less service leads to lower ridership and revenue, leading to more cuts and putting the service in existential danger. It's hard to solve this because, as a rider, I want to pay only for the trains that I take, but to maintain service, you have to actually pay for the trains I don't take. So, I'd like the agency to present multiple proposals: What would the fares be if we didn't do cuts, and what would the cuts be if we don't raise fares? So the public can give input to multiple options. I think that the agency should do more market-aware fares that still favor riders, like higher fares when gas prices are higher, because Metrolink has to cover the increased diesel cost, but should only charge those elevated fares to avoid pricing out price-sensitive riders.

- **Dylan Rehm:** Hey, my name is Dylan Rehm, and I am a state worker. I take the Paris line from South Paris to UCR Riverside and then ride my bike the rest of the way to the office. As you may or may not know, Governor Newsom is—we're going through with—his executive order for all state workers to return to the office four days a week. I'm currently on a two-day-a-week schedule, so I'll be needing the Metrolink service twice as much now. Typically, I take the 720 train and get there by 8 o'clock. However, that one's been reduced, so I've been taking the 620 train and getting there earlier, which really extends my day. But I have been talking to other people in my office who don't take the train, and they are considering it with the RTO mandate by Newsom. So, hopefully we can get that 7 a.m. train back. Thank you very much. Bye-bye.

- **Katie:** Great, so I will need to drive if the Aero 3807 and IE/OC 807 warning lines are cut, in addition to the IEOC822 line with the ARW3836 evening lines. As the person said before, I'm taking the very last available commute train to Riverside from Redlands, and I'm taking the very first one back home, so my days are very long. This is on top of—I do have a question that I would love to be addressed, either in this forum or in a public hearing—which is: when were these service reductions and fee increases considered? The timing, with the concurrent fuel crisis, is a little concerning. I also like the idea of presenting different fee types according to whether or not service reduction actually takes place. Thanks.

- **Adriana Rizzo:** Hi, my name's Adriana. I live in Riverside. I ride the IE/OC San Bernardino and Paris Valley—Paris Valley lines. I'm also with California for Electric Rail. I really, really prefer there be no service cuts. If you have to do something, I prefer raising fares, particularly the day pass fares, as I feel like those are a pretty good deal. But you should try to keep prices for shorter trips cheap so that they can be competitive with other modes of transit. I'd also like to encourage everybody here who is upset about this to go to savemetro.link to find ways to take action and stop the budget cuts that are causing these potential service cuts. Please also maintain weekend and evening service, and try to spread out service cuts equally and equitably if you have to do it. Thank you.

- **Leo Shahbazian:** Hello, my name is Leo Shahbazian. I'm a student at the University of Redlands and a resident of Northern Riverside. I ride every weekend from Riverside to Santa Clarita on the 91 Paris Valley line, if the schedules work out for my trip from UCR Station, or more often on the San Bernardino line, which I have to bike a half hour to get to from home. I also ride between school and work whenever I can to avoid driving because it's cheaper, less stressful, and I get free time on board. I think shortening lines or cutting trains entirely is really unacceptable and will send Metrolink into a spiral of service and funding cuts that it won't be able to recover from. I personally will have to stop riding almost entirely if the cuts get any worse than they are now. So, I would urge Metrolink to do everything possible to avoid any cuts to service specifically. Thank you.

- **D's Phone:** Hey there, I currently take the Metrolink from Anaheim to Irvine. I'm a healthcare worker. I know a lot of staff, specifically at my hospital, who utilize this service, specifically the 510 BM train. The 410 being cut has really impacted staffing—just something to consider. There are a lot of staff right now in the urban area who are healthcare workers utilizing Metrolink.

- **Austin:** Okay, so my name is Austin. I ride the IE/OC train daily. These budget cuts are coming from LA Metro and OCTA, so whoever lives in those areas, please pressure their board to stop that budget cut. It's a 10% cut from OCTA, 3% cut from LA Metro. Honestly, as a Riverside County resident, the budget woes from those other agencies shouldn't be impacting those residents where those transportation agencies are fully funding Metrolink. For example, Riverside County residents are going from Riverside County to other locations in the morning and then returning. Those budget cuts should really only be impacting those people who live in those areas, because those are the elected officials that people in other counties don't have any control over. So please, if you are reducing fares, isolate those to individuals who are from those areas so they can pressure their boards. Thank you.

- **Erica Jackson:** Hi, my name is Erica Jackson. My train identifier is Train 605 out of Oceanside. I ride it to Irvine. My first question is: will Metrolink consider restoring either the 418 or the 618 train northbound? Many San Diego commuters depend on this earlier train to go to work and school. My second question is: how is Metrolink ensuring that North San Diego County riders have proper representation and consideration when service and scheduling decisions are made? We tend to be left out because we are not a part of the import, and it's crucial that we have representation so that North San Diego County riders can have a voice and have at least trains in the morning. Thank you for your time and patience.

- **Lauren:** Hi, my name is Lauren. I work at Spectrum Motion. It's a transportation management association in the Irvine Spectrum area. We work with a lot of employees in the Irvine Spectrum District who utilize the train coming in from the Orange County and the IEOC lines, and we do see that our commuters would be heavily affected by any more cuts to Metrolink service to the Irvine station. I did hear a few other Irvine commuters coming into Irvine, so I just wanted to second that we have a large population of employees that utilize it from healthcare and other industries that rely on the service.

- **Adriana Rizzo:** I guess my only comment is: I agree with what Austin said. This is really LA Metro and Orange County Transportation Authority that are behind this, and you should get in touch with them if you want to avoid service cuts. Thanks.

- **Austin:** Yes, so please, everyone, reach out to the Board. Spam them emails, spam the CEO, get your voice heard. Because if we are silent, they're just going to make changes, and we can't let that happen. Like everyone said, once these service cuts happen, it's going to be a death spiral until Metrolink just burns and dies, and we can't let that happen. It's an essential service—it's almost like the U.S. Postal Service. It's something that we rely on, something that we need. Southern California traffic is just getting worse, and population growth is increasing. So please, please, please reach out to those elected officials—people who serve on the Metrolink Board—and get your voices heard. Because if it's just one person, we're not going to get our point across. We need to be a coalition, and we need to demand that there's no change to service or cost.

- **Grady Yu:** Okay, so if Metrolink is going to raise fares, it should do it in a way that's more market-aware to try to do it with the least burden. The $15 day pass has lowered the fare for the equivalent trip on Metrolink compared to the trip on Surfliner, so Metrolink should look at whether fares should be brought back up to match what they

were historically. The current pricing makes long trips cheaper than they were historically. Another thing is, as I mentioned before, Metrolink should consider a fuel surcharge when gas prices are high because you will lose fewer price-sensitive riders when the alternative is also more expensive. This should be done in a way that's affordable and predictable—not like dynamic pricing used by airlines, but based on something like the previous month's averages. There could also be reduced surcharges for seniors and low-income riders.

- **Leo Shahbazian:** Yes, I would like to second what was mentioned earlier about visiting savemetrolink.org (or similar), and I would urge everybody to submit comments to Metro's board and Orange County's board (OCTA's board) to encourage them to reconsider the proposed budget cuts and not reduce funding as currently proposed. To everybody on the meeting listening—thank you.

- **Erica Jackson:** Hi, yes, again—Erica Jackson, Oceanside rider to Irvine. I would just like to speak on behalf of myself and several of the commuters we've become very close with over the last seven weeks. We've actually carpooled together just to try to get through this tumultuous time. We are, in fact, in favor of a fare increase. We understand—gas prices are high, groceries are high, etc. We are not opposed to a fare increase, as long as it improves service reliability and commuter options. Please give North San Diego County the option to have at least two lines. Many of us live in San Diego County and work in Orange County and LA, so please consider that. Thank you.

- **Melissa:** Hi, I'm one of the healthcare workers who commutes into Irvine every day. I've been doing this for probably about five years now. I'm one of the riders who has completely stopped taking the train for the last eight weeks, which has been really rough. We are in support of fare increases, just like the other speaker mentioned. However, cutting that one Train 412 has meant a lot of people are now just driving, even with increased gas prices. So we are in favor of a higher rate if it means more trains. I was also a bit confused—someone mentioned savemetrolink. Is that different, or should I still go to that website? I spoke with a couple of OCTA workers, and they said they were not in charge of these fare changes, so I'm a little confused about that as well.

- **Tammy Tucker:** That's okay—we feel the same way. We don't mind the increase as much, but we need our lines back. There are multiple riders trying to leave the San Fernando Valley in the early morning hours, and they cut the 415 train. Now, we're all

struggling to get to work, and we cannot keep this up forever. We need more options—more trains leaving the San Fernando Valley and going toward Orange County and Union Station. Thank you.

Chat Q&A (27)

- **Lou:** The issue that a lot of the Metrolink riders are having is the change of train schedule, especially the morning trains, which is causing late arrival to work. If trains need to be removed, select the train in the middle of the day.
- **D's Phone:** Hello, I'm currently a weekday user of the Metrolink service. I depend on this transit for work as I travel from Anaheim to Irvine as a healthcare worker. I utilize the 5:10 PM every weekday.
- **Grady Yu:** Second Dylan
- **Grady Yu:** Second Katie
- **Grady Yu:** Second Adriana, prefer no service cuts
- **Ian Banuelos:** Thanks for sharing that website!
- **Grady Yu:** Second Leo
- **Grady Yu:** Second D's Phone
- **Melissa:** Hi, I'm not able to raise my hand. I'm one of the healthcare workers who commute into Irvine and have completely stopped riding the train after 623 was cancelled.
- **Grady Yu:** Second Erica
- Michael Harris: I'll post my comment tomorrow as there's another Zoom of the same thing
- **D's Phone:** Also, is LA & OC even aware how this will impact travel and residents while the Olympics and World Cup are occurring?
- **MB:** I agree with all the comments. Thank you!
- **Shawn Etienne:** Provide more reliable service and do not raise fares because that will only exacerbate the problem with ridership.
- **Grady Yu:** Second Leo
- **Stephanie B:** We need to add service, not take it away
- **Grady Yu:** Second Erica
- **Dean Owens:** How can customers share feedback?
    - The online survey at https://metrolinktrains.com/ecomments
    - The public hearing at the June Board meeting
- **Grady Yu:** Second Tammy

METROLINK

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Questions/Comments

- **Ili:** Hi, my name is Ily Beltran, can you hear me? Awesome. I am a resident of Borrego Springs. I desperately need the weekend trains to still be functioning from ocean to orange. Sorry, Oceanside to Orange. I grew up in Orange, my mom's there, I'm a disabled person, personally, I can't drive right now. I'm working on it, but it's not going well so far. I rely on these trains to get to where I'm going. And it's... I'm completely cut off from my community out here. I had to move somewhere, that I could actually afford. And my life is out there, and it's already hard for me to get to the Oceanside station. I have to ask a family member to take me on a road trip out every time I want to go. So I'm already so separated from my community, and I would just...I would very much like to not have another barrier in place for me to just live my life like anybody else would get to. I'm done with my comment, thank you.

- **Bill Lam:** Okay, hi, yeah, so, so I'm Bill, I'm a resident of Maury Park in San Gabriel Valley. I usually ride, you know, all but every single Metrolink line except for the IEOC. I just want to comment that, it... it would... it would be best to keep the weekend service as is, as the current schedule... the current weekend schedule, because it is... better... is better for people to go... use Metrolink trains to, you know, ride... ride to new attractions, and, you know, enjoy... enjoy the... the festivals and the beaches. I usually... I usually... one of the most important lines is the Ventura County line, because... because, the loss of the midday service, which was the 11.30 and 12.30 train from Union Station, It's very difficult to me to get around, so... so... so... so this is a problem about the shortage of the...of the trips that I had to, like, find another way to get to, The fares, I hope you should not increase the SoCal Day Pass fares, because I think it is very popular on weekdays and weekends. And, lastly, in order to address those, shortage of those, train equipment's for every single trip, it would be better to, like, you know. to buy more, you know, more rail passenger cars, like Bombardier. You know, whatever generation it is... whatever generation it is, plus some more locomotives in order to, like, you know, address down these, shortages of the trip, so that is all. Thank you.

- **Monica:** Hi, I take the train from Norwalk to Burbank downtown every single day. I... me, and along as... as well as all of my other, you know, commuter friends are so blessed to have been able to find employment in Burbank, and, unfortunately, if the lines keep cutting trains and changing times. We won't be able to make our long commutes and thus have to find other employment. I have made my whole career and my life around the trains. I am fortunate that I live by the station and work by the station, but it's already bad enough that since the lines changed last year, I have to, you know, wait an extra 30 minutes, and then wait an extra hour for the... for

my train, but the biggest thing is that I personally am okay with the train fares catching up with inflation, because I do understand that... that, you know, prices of cost, like, things change, but, but you can't increase the price of the fares, and also reduce, the train times and the train availability, especially to those people who rely on them. And like myself, I take two trains every single day, so I would highly motivate the executives to find other ways to get more money, whether it's increasing fares or lobbying with politicians to... to fund the Metrolink, but cutting the weekend and cutting lines is not the solution that I think you're looking for. So, yeah, I just want to voice my... my concern with... with cutting the lines. But that's all. Thank you.

- **Caden Caday:** Hello! So, I am from the Santa Clarita Valley, and I normally commute from the Santa Clarita Station every day on the Antelope Valley line, and I always find myself in downtown LA, but I'm always limited by time, because the current service, it ends at 9pm. And I feel like, with a later train. maybe around 10 or 11, there could be a lot more people that could rely on Metrolink, because there's a lot of events that run pretty late at night, but I feel that there's a lot of people who wish to take public transit, but the problem is the trains stop too early, so... that. As well as cutting weekend service, that would highly interfere, because I'm gonna be going to school down in Van Nuys, and...I feel that if there is no weekend service, I'm not gonna be able to go two days per week. That's it.

- **Beth Anderson:** Hi, yeah, my, I ride the OC line from Oceanside, and I just want... I've been riding for 13 years, actually, and I just wanted to really express my hope that this... I know it's... it's the last, the last part of the line, and I just wanted to reiterate that we down here have built our lives around having this connection to Orange County. You know, people have bought homes relying on this being a possibility. This is a more affordable area than Orange County, and... the cuts last year have already made the commute difficult for all of us. Our workday is now 11 and a half hours, given that the last train used to leave at 618, and still the recent cuts, and then the first one coming home isn't until, you know, the middle of the 5 o'clock hour. So I... Just very much hope that, that... cutting Oceanside off the connectivity isn't really going to be a choice that's made. I think it's important for the overall regional system and encouraging people to take transportation. Amtrak is just simply not a good substitute. It's too expensive, it doesn't accommodate bikes, and... Please, please, please consider having a train in the 6 o'clock hour from Oceanside, because 518 AM is too early for almost everyone who needs to go to work. Thank you.

- **Reginald Greene:** I've been studying mass transit For probably over 15... 50 years. And when I came to Los Angeles in 1977, I started attending Metrorail hearings. And a lot of it had to do with... people not wanting lines in their neighborhood for business interruption, but that's not the case with Metrolink. With Metrolink, I think It is... the destruction is less expensive, and all that, but at the same time, We can't expect government to necessarily carry the cost of its operation. We've got to get more people on the trains, we've got to figure out why more people aren't traveling on the trains,

we have to eliminate the trains that aren't full. I posed several questions. I ride on Amtrak between Oceanside and Union Station all the time. And it's just jam-packed with people. That same route on Metro Rail is not, and I'm curious as to why that is the case. My biggest concern on Metro Rail is, travel interruption, or the fact that certain bathrooms aren't working. But I sure hope I will say this, I live in Riverside County in Temecula. We definitely need something to run between downtown Riverside or South Paris coming toward San Diego. I noticed that San Diego is not one of the participating counties, and I'm curious as to why. Thank you.

- **Michael Harris:** Okay, good. So, my name is Michael, and I'm a student at Santa Monica College, and I do take Metrolink across to Burbank, most in the San Gabriel Valley, and of course, down to Anaheim. Now, I have a lot of comments I wanted to pose, but...I have two most important things I want to point out to this. So, my first point would be, is that, as a person who goes to Burbank a lot from Union Station. I really don't appreciate that, given with these, reduction in service, that you cut out the 12.30 service getting to Burbank, leaving with a 2-hour gap between 11.30 and the next one being at 1.30, that makes things a little difficult, and it gets worse coming back to Union Station from Burbank, which you cut out the 3 o'clock time, and unfortunately, that's not enough time for people who are trying to get to Union Station to transfer to other, to other trains from Union Station coming out to who knows where. So that's my one point, and the second point is, is I don't appreciate cutting out the weekend service, because It not only affects me, but also it affects others who are traveling from inland back here, and when you cut out weekend service, it... you're leaving residents in other areas without a vital rail link to come into Union Station, and instead having to rely on... on rideshare and getting on various buses, which...Costs so much higher, and... I guess I would say it's just... it's too much for now, put it that way, so... so that's all I need to say, so thank you.

- **P.A. Brown:** Great, okay. So, if I had to give a message for the board, I guess it would be, like, this is completely insane to be thinking about cutting service, in a time when gas prices are shooting up. I mean, I think I saw a story on ABC7 the other night about ridership actually increasing some, so this seems like a completely tone-deaf time to be cutting, service, and the cut... service cuts that are already taken and basically extended indefinitely in March are already taking a, you know, taking their, taking... having an impact, for example, trying to go to Claremont, San Bernardino, on the San Bernardino line, now you've got the A line there, so service has increased, yet at the same time, the frequency has been cut. And then going to Burbank Airport, taking the train there that's become more difficult, given the service cuts. So, I think, you know, one lesson that every transit system has to learn is that Frequency, frequency, frequency will be riders, riders, riders. If you offer Frequent service, there'll be more ridership. If you don't, then it's kind of a death spiral, and we're back to kind of a commuter system with a few trains, and that's no way to run a world-class system for a, you know, region like the LA region. It's just crazy. So, I would also just reiterate the comment about oceanside service. That is important. It connects to San Diego

there. It's an alternative way to get there. Pretty important. Last thing is, you know, we should not be looking at cutting service. We should be looking at expanding and electrifying Metrolink, because we deserve a world-class system here in the LA region, and this is just a proposal to go backwards. Thank you.

- **yana gracile:** Okay, great, thank you so much. While I make this phone call, I'm actually on a Metrolink train as we speak on my phone, hearing this conversation. I think reducing service, I actually take the East Ventura line to downtown Los Angeles and Union Station. There's only... the service to East Ventura has already been cut. There's only 2 trains in the morning, and 2 trains in the afternoon. I commute to work back and forth. The morning train at 5.43 is absolutely packed with people there's almost some times where there's no place to sit. That's how busy it has gotten. And it is because, I believe, of the increased gas prices. and everything else that's going on, and the inflation, it's just the trains and the Metrolink to East Ventura is vital to these commuters. I ask you, please do not cut the East Ventura trains. Metrolink is a vital operation within Los Angeles, so we are trying to be a world-class city. And not having a Metrolink that services the entire city of Los Angeles is absolutely ridiculous. We're trying to compare ourselves and, to cities like Tokyo and other European cities that have amazing and robust transport... public transportation. This will just put us backwards. This would be embarrassing in the eyes of the world, but more importantly, this is going to impact commuters who rely and depend on public transportation to get them to work. I recommend that you cancel seasonal service. For example, you guys are going... you're expanding service to downtown Ventura, so folks can go to the Strawberry Festival, and also the X Games, you extended service down to downtown Ventura. There's actually two stops, East Ventura and Downtown Ventura. East Ventura is where I... the line ends, and the train ends there. But now you're expanding it just to... so folks can go have fun at these seasonal events. I would highly recommend considering canceling all of that extra service. If the money is an issue, I don't mind rising fares, but maybe we can consider canceling the extra service that is unneeded and unnecessary. Thank you.

- **Arianna Maldonado:** Oh, great. Yeah, so I just wanted... I'm also currently riding the Metro. I commute on a daily basis. I ride the IEOC line. So I have a few concerns. My main concern is, the reduction in frequency. Like I mentioned, I use this as a daily commute to my job. There's several other people. That work at my organization, that ride with me daily. So this would completely impact, impact our lives. For me personally, I board in San Bernardino and take it all the way to Orange, so I have another concern for the elimination of end of the line, because for this line, San Bernardino is the end of the line. I also want to echo that I have seen the increase in ridership. I've seen, you know, especially right now, I believe also related to the gas prices, more people boarding, less seats available, some... at some points, people standing. So I don't think that it would be... beneficial to reduce frequency or eliminate any type of service, especially for commuters, that rely on this on a daily basis. It would cost people to lose... leave jobs that otherwise, you know, they've been at for

several years because The regular commute on the highway would just not be feasible or practical. Thank you.

- **Daniel:** I'm in Riverside, and I take the train to, Irvine five days a week for work. Without the train, I'd be stuck in traffic for almost, oh, over 2 hours, each... each way. I could definitely drive, but driving is stressful. The train makes it so pleasant and peaceful, and I don't have to be stressed out for the entire day with my family, too. I also have two other people from my work that, That I'm going on the train with, because they've seen me, take the train, and they're slowly catching on, because gas prices reaching 7 bucks, or close to it. That's a, that's a big deal. And right now, I have to take two trains going, Going to work because of the service cuts that were implemented. I have to take the, the 707 and the OC608, and then coming back, I take the IEO, OC, 816. So, I would definitely, I definitely want to say, please bring back the IEOC in the morning. Which was cut due to the service cuts, and don't cut the, Afternoon service. That would be a big deal. I think, I think the Metrolink makes it really, really good on the price, so please increase our fares if need be. If you guys haven't done it in 13 years, it's high time. But please don't cut the service. That's pretty much it.

- **Ernie Valdez:** Just want to make a quick comment on San Diego. I'm from San Diego. I would love them to consider a way to connect Metrolink from Oceanside all the way down to Santa Fe Station or Old Town through a partnership with the North County Transit Union. There's room there for a 510 train to come out of San Diego and increase ridership. Now, my other topic is the importance of Oceanside and ensuring that it's not forgotten. I think one of the things that you guys do not have an accurate total of ridership coming out of San Diego County. I go, I've been riding for the last 16 months. The accountability of conductors to scan for tickets should be a priority. You guys are not holding them accountable. There's not enough conductors on the train. I can go months without being scanned on the way back to Oceanside. And this goes for many people across the ridership of Metrolink. You know, that, you know, I don't know, you know, Amtrak, there's a big difference between how they conduct their scanning of tickets versus Metrolink. If budget is really a concern, a lack of ridership that you guys are claiming is not there. The first place you gotta look at is whether or not your conductors are scanning 100% of the tickets of people that are riding Metrolink. Okay, if it's just anything, what I'm saying today, I hope it's shared with the board, because there's no representation for San Diego County, but Oceanside, in cutting of the train, there's no train going into Oceanside from 10.30 a.m. to 6.30 p.m. Let's improve the commuter. Get a train going in there at 4 or 4.30, where people are getting off work, so they can increase ridership, but please, the accountability of scanning of tickets is a huge problem with San Diego County riders. Please, make people

- **Austin:** Alright, I just want to reiterate what the last commenter was saying, about checking tickets. I ride the train 5 days a week, I have a monthly pass. So checking the tickets is a real frustration for me. I see people fumbling with their credit cards,

buying tickets, literally seconds before the conductor comes around, and even when the conductor comes around, they come... keep on walking, then come back, and... it's really frustrating being a, you know, paying customer, seeing all these people essentially stealing. So I think that's one way where you can tighten the belt. I ride the IEOC, and they only check the tickets between Corona West and Anaheim Canyon. I've never... had an instance where they check outside that area, so if you're riding it in Orange County, you... Probably never get your ticket scanned. Also, too, the 2024 schedule update was a huge frustration. A lot of people had to change their schedule, change their lives around a schedule change, so please don't do that again. The whole intent of that was to provide a more varietyed schedule. You know, you force that upon your ridership we adjusted to it, don't do it again. This is... a situation that is very personal to everyone, and for everyone who's listening, the cut in funding is coming from OCTA and LA Metro. If you live in those areas, please reach out to those boards. It's a 3% cut by LA Metro, it's a 10% cut by OCTA please, please, please contact them. Please emphasize the importance of Metrolink and stop them from defunding MetroLink. This is an essential service that's provided. We all want to be off the roads, we want to get to our destinations safely and on time, and this new... the schedule, you know, that's currently there, is doing a pretty good job. And, please look at bringing back the trains that were canceled. Thank you.

- **Dylan Rehm:** Awesome. I'm actually, on the 732 train, arriving in South Texas right now. I did call yesterday, so it's a little short, but I just wanted to reiterate With the last two columns, it says, I have been writing for 24 months from Paris South to UCR Riverside. My cricket has been checked one time. I am not exaggerating. One single time I am blessed, though, being a California state worker, I do get my tickets reimbursed, so I can take advantage of that. And I also want to reiterate what I said yesterday. We have Dr. Newsom coming out with, or enforcing the four-day return-to-office mandate for state workers. So, demand for, service, I assume, will go up. I don't know how much, but, So that's something to think about. And additionally, I am the only one in my office in Riverside. This is the Metrolink, but with the 4-day mandate coming, I would have gotten at least 3 to 4 people who have said that they're going to start taking it as well. So, just something to think about. Thank you so much, everybody.

- **Stacy S:** Okay, perfect. Hi, hello, my name is, Stacy. I'm an active Metrolink rider. I use the, Antelope Valley, service line most frequently, and, I do want to make my comment to MetroLink and the board, because I am a little bit concerned about the, possible service reductions that are being mentioned, service reductions that are gonna be, even more so than when they started on March 23rd. I have personally had to. Adjust my schedule at work in order to accommodate these changes, and while it has worked for me a little bit. I understand that it just does not work for other people. There are times where I do see these, two-hour gaps, and that just... it doesn't work for me, it doesn't work for members of the community. I think in a

time where The cost of gas, like the price of gas is, rising. Like, I have actually witnessed firsthand the, increase in ridership, on the AV line. I personally help first-time riders, like, navigate the system, and they see the value in it. And they've told me, like, oh, I wonder why I've never used this before. I think rather than going backwards, we really need to strive for reliability and frequency now more than ever, because when the service becomes inconsistent, people lose faith in Metrolink, and they decide, well, I'd rather just use my car. And once again, not everybody has that luxury of affording gas, not everybody can afford a car, and I think we really need to strive to move the community towards public transit. The D-Line extension was very popular, and I think, people want public transit. And that's all I have, thank you.

- **Eric:** So, I ride the Antelope Valley line also, as well as the OC line. I visit my girlfriend, she comes to visit me, we both ride the same, it's a very long commute. One of the issues that we've been facing lately was, on our last trip we had just maybe, like, a couple weeks ago, there was a cancellation because...They said it was speed restrictions on the website, but the actual reason was...one of the employees just didn't show up for work, so they couldn't operate the train. So, and that's kind of the issue that all of us are having, that we're also...Very much, like, annoyed about is that Yeah, it's difficult, and we understand that it's difficult to secure the parks and to have everybody, to be... everything to be working smoothly and everything. The tickets are, you know, that's a concern with the price, but the biggest concern that we're all having the issue with here is... the... there's no consistency when it comes to the service. We're scared that whenever we take the train, it's gonna get canceled again. Like, my girlfriend, on her way over to me, from Antelope Valley, transferred from LA Union Station, the LA Union Station train that was... that was to... was supposed to take the train back to one apart, that one got canceled because somebody just didn't show up. So, we're never sure if it's gonna be a broken-down train, if somebody's gonna get hit again, if someone's just not gonna show up. And I feel like that's the issue with Metrolink as of late, is it's always been inconsistent. And there's no faith, there's no security, and it's kind of hard to plan anything, whether it's job or commute or anything. It's hard to plan for that when we're uncertain on, is it going to break down again? Is there gonna be another problem? Are we able to get refunded? And that's also not going to happen either, because we, instead of getting actual money refunded, it's just free, quote, ticket.

- **Katie (CA, USA):** Great. Hi, I'm, Katie, I'm from Redlands, California. I, take the Aero, train to the San Bernardino downtown station and transfer to Riverside, using the IEOC line. Specifically, IEOC87, 807 morning line, and IEOC822 evening line. And I take the very latest morning line, and the very early... or the very early morning line, and the very earliest evening line. And I'm just concerned that, if there are additional service cuts, like, I might have to stop using the train altogether, which is such a frankly bummer, like. I'm a fairly new rider, I'm an urban planner, so I use it to my job. In urban planning, I'm not gonna lie, it's a huge flex, it's very cool. I get to relax, I

get to craft, and my life has literally, like, changed because of the train. I have a community before I get to work, so before I, like, have to deal with politics, I get to have wonderful chit-chat with my neighbors. my quality of life has increased due to the consistency and reliability of the train. I hear other people making different experiences, but So far, had a very positive experience. And, I would just hate to...you know, like, as, public transit and as these other alternative transportation options, I also bike, are gaining traction and, and, like, attractiveness to, all types of folks across all types of different backgrounds and cultures to then discourage ridership by introducing additional inconsistency to everyone's experience. So... I'd like to think I'm Metrolink's biggest fan. It would be a huge loss, if I had to stop taking the train altogether due to service cuts. And I just really appreciate your time, and appreciate... Thanks.

- **Lorraine RoweUHW:** Oh, okay, thank you. My name's Lorraine Rowe, I live in the Antelope Valley. And I noticed since the discontinuation of the 720 a.m. train in the 920, train has been discontinued And a lot of seniors, as well as Commuters going to work depend on especially the 720 train. And it's caused, a, Really inconvenience, especially with the gas cost of gas, so I'm asking if somehow we can work together with our assembly person, our representatives, to reinstate those two, trains, because it has an economic impact on our city. in the Antelope Valley, and that's, a lot of people depend on that Metrolink line, and, you know, I just want to know how we can somehow get it reinstated. What do we need to do?

- **DOLG Bible Study:** Hi, I'm calling representing the Orange County line out of Oceanside, train 605, and I have a couple of comments I'd like to share. Number one, I am in favor of your fare increase from $5 for weekend passengers and $2 for your commuters. I believe putting the burden on the weekend, quote, leisure travelers is ideal, considering your commuters are the ones that are your bread and butter, that are your Monday through Friday regular commuters. Number two, I definitely would love to see more representation for Oceanside, because I believe we do not have any representation on the board. Number 3, I agree with all the previous callers about checking the tickets. If you want to increase revenue stream, that's going to be one of your first, ways to catch people who are riding the trains and not paying. It is obviously an everyday occurrence on all the trains, so just having the conductors present and checking tickets and throwing people off who did not pay is crucial for your revenue stream. Number four, my concern is those of us who buy the monthly passes, we have the ability, if you're going up to Irvine, which I do, to flex on the Amtrak. How does that look going forward? If we're not able to use our monthly, Metrolink pass to flex on Amtrak. What does that look like? Will there be a partnership with Amtrak in the future? And last but not least, I listened to a board meeting back in March, and one of the things they used to gauge the metrics of growth was monthly passes. But again, people are not going to purchase monthly passes if you do not provide reliable transportation. Thank you so much for your time.

- **Ili:** Yeah, hi, Ely Beltran. I just, like, wanted to say to, that last comment, just because you're traveling on the weekend doesn't necessarily mean you're doing it for leisure. Like, again, I'm a disabled person, I need to take, like, I need to have a family member take, like, a road trip to get me to Oceanside, just so I can take the train to get to Orange. Like, I... it, like, I can only go on the weekend because they're trying to, you know, work during the week. So, just, I don't know. Just... I think it's important that we remember that people need... access to public transit on the weekend as well. Like, I have doctor's appointments to get to, I have family to see, I have a life, and I can't have my life Have the quality that it has right now without...the weekend access, and without this service that you guys provide. Also, thank you for providing the Metrolink service. We all very clearly, it's something important to all of our lives, so thank you for that. But yes, just because we're there on the weekends does not mean that where we're going isn't important.

- **Austin:** For the June 26th board meeting, it's at 9am on a Friday, and it's very... or 10 on a Friday, it's very challenging to get there in person. Is there a way we can share our comments verbally, virtually, instead of just listening, or submitting it to the clerk of the board? Okay, like, even just in the future, I always chime in or listen in to the board meetings, but like I said, it's... is that something that you guys can look at in the future? Because it's really not accessible to people who work standard working hours.

Chat Q&A (27)

- **Reginald Greene:** How many participants are there during this session today?
- **Reginald Greene:** Any plans to run from Downtown Riverside or Downtown Perris stations SOUTHBOUND down either I-15, or 1-215 toward San Diego?
- **Beth Anderson:** I've been riding Metrolink to OC for 13 years and I rely on this service. Points I'd like to emphasize: 1. I can understand price increases—inflation is a serious problem that is of course affecting Metrolink too. 2. While connectivity to Oceanside may be logistically complicated and ridership lower than other routes, it's an important part of the overall regional connectivity that encourages public transportation use overall. 3. Many of us have organized our life choices around getting from Oside (which is an affordable community) to OC (which is far less affordable). 4. A train in the 6am hour is extremely important and has much deeper ridership than the 4:18 and 5:18 trains. Cutting the train that builds ridership does not make sense. 5:18 am and 5:48 pm schedules make for an extremely long work day which discourages ridership.
- **Reginald Greene:** I travel from Oceanside to Los Angeles on Amtrak very frequently, and the trains are almost always full. ON the Metrolink line along to same route, they are rarely full. Any understanding as to the reasons why? The Metrolink trains are fairly similar and the rate substantially less.
- **Ernie:** Will there be time to provide public comment live on the call? I don't see a raise your hand option to make me available to provide public comment live

- Reginald Greene: What accounts for the delays on Metrolink routes, whereas there are few Amtrak delays?
- **Beth Anderson:** I think ridership from Oceanside is low in part due to the issues in San Clemente creating so many disruptions post-Covid, and hopefully those are being resolved—I hope the OC line to Oceanside will be given more time to rebuild pre-Covid numbers. The cuts last year also made riding much harder given the 11 1/2 hour work day that resulted.
- **Reginald Greene:** Any way to ensure that toilets work on the trains, and do not have Out of Order blue tags with such frequency?
- **Beth Anderson:** I do not believe Amtrak is a suitable substitute for Metrolink in connecting O'side to OC—it's too expensive, it does not stop at as many stations, and it does not accommodate bikes, which many commuters use for the "last mile."
- **Reginald Greene:** I have noticed that the demographics of the Amtrak trains, admittedly at a higher price, but there is a "different" demographic on Metrolink routes. Any understanding why?
- yana gracile: How can i speak?
- **Dylan Rehm:** is anyone speaking?
- **Sabrina Davis:** Yes, please drop off and rejoin if you cannot hear.
- **Sabrina Davis:** Please use the Raise hand tool and we will call on you when it is your turn.
- **Reginald Greene:** As a practical matter, you can shut down the 9:33 am train weekday from Union Station to South Perris, and the Riverside train from 10:35 am to Downtown Riverside weekdays. The trains are essentially empty. Waste of money.
- **Ili:** Yes, very much agree with Monica, if ya'll are cutting lines raising prices isn't the move
- **Elvin:** my comment is public transit is better than a bunch of personal cars. please continue to provide public transit. also the one payment for all day use is awesome (socal pass) thanks. also delays are no fun.
- **Tracy Moeller:** I ride the 91/Perris Valley line. I am very disappointed that this line was deeply effective. The last train in the morning leaving from Perris South is at 6:20am. I used to take the 7:20am train, which was perfect. I ride to downtown Riverside and walk to my office from there. This saves me a great deal of money and avoids the stress of traffic. Today I took the 11am train ride home from Riverside to Perris South. It was mostly empty. Perhaps this train could be switched out to a different time. When the schedule was reduced, the 5pm, 6pm and 7pm trains, were considerable fuller. Please do not eliminate or reduce this train line any further. There are a lot of people who live in the part of the IE because it is more affordable. I would love to see the Perris South line extended but that might be a pipe dream considering all that is going on. I live in the Temecula area and would love to see the line extended further south into Temecula and other points south.
- **Tracy Moeller:** I also think that you have a visibility issue and you need do more promoting of the train as an option for commuters. I'm not sure most people even understand what is available as far as public transportation.

- **Ernie Valdez:** Where is the “raise your hand” option to make public comment It’s not available
- **Eleanor Hunts:** On the quiet car of a Metrolink train right now (San Bernardino line) so submitting my public comment here. Please do not cut service. I understand that operations costs are rising but you won’t grow ridership or fare box recovery by cutting service. The trains already don’t run late enough or often enough to make them a true substitute for driving. Nonetheless, my train seems to be getting more and more crowded. As the cost of living increases, Metrolink becomes even more vital. For those who don’t have the option to drive, scheduling work, obligations, and life around an increasingly limited time table is beyond an inconvenience. It forces people to make difficult decisions that decrease their quality of life. Please stop cutting service. Thank you.
- **P.A. Brown:** Totally agree that there is a big problem with fare enforcement or lack thereof. First collect the fare revenue that is lost bc of fare evaders!
- **Tracy Moeller:** I would also like to agree with some of the other commenters who say their tickets are NEVER checked. I've had my ticket checked once in the last year. I ride the train several times a week.
- **Ili:** Agree with Katie, access to these trains improves my quality of life
- **Andrew Petteruto:** Customers can share feedback through:
    - The online survey at https:** //metrolinktrains.com/ecomments
    - The public hearing at the June Board meeting
- **Ernie Valdez:** Please hold your “conductors” responsible to scanning all tickets ..100% of riders need to be scanned ...bottom line it’s not happening and METROLINK is losing huge revenue ...San Diego riders are not being counted along with all riders across ...AMTRAK scans 100% of tickets and will throw u off train or make you pay! AMTRAk has 2-3 conductors scanning everyone ..you guys have to fix this huge issue where revenue is being lost
- **Ernie Valdez:** Oceanside needs a commuter train to arrive at Oceanside at 4-430pm...there are plenty of people that will take including people that work ...
- **Andrew Petteruto:** Customers can visit https://metrolinktrains.com/about/board-meetings/board-procedures/public-hearing-notice/ for the latest information, meeting details, schedules, FAQs, and official feedback opportunities.
- **Grace:** Thank you, we appreciate you.
- **DOLG Bible Study:** we need two morning trains from Oceanside with reasonable departs times, 5am and 6am.
- **Andrew Petteruto:** A public hearing will be held at the June 26, 2026, Board meeting. Attend in-person on Friday, June 26, 2026, at 10:00 a.m. in the Metro Board Room at 1 Gateway Plaza, Los Angeles, CA 90012, or online.
- **P.A. Brown:** second the request for virtual comments at Board mtg

Case Record Type	Case Number	Opened Date	Case Origin	Train Number	Train Line
Comment	371440	3/19/2026	Phone		Orange County
Comment	371447	3/19/2026	Text/SMS		
Comment	371448	3/19/2026	Phone		
Comment	371424	3/19/2026	Web Case	200	Antelope Valley
Comment	371476	3/19/2026	Web Case	200	Antelope Valley
Comment	371494	3/19/2026	Web Case	723	91/Perris Valley
Comment	371442	3/19/2026	Web Case	623	Orange County
Comment	371467	3/19/2026	Web Case	307	San Bernardino
Comment	371441	3/19/2026	Web Case	803	Inland Empire-Orange County
Comment	371450	3/19/2026	Web Case	222	ALL Lines
Comment	371529	3/20/2026	Text/SMS		ALL Lines
Comment	371539	3/20/2026	Email		
Comment	371546	3/20/2026	Phone		Antelope Valley
Comment	371552	3/20/2026	Phone		San Bernardino
Comment	371531	3/20/2026	Web Case	623	Orange County
Comment	371535	3/20/2026	Web Case	623	Orange County
Comment	371640	3/21/2026	Phone	628	Orange County
Comment	371593	3/21/2026	Web Case	605	Orange County

Comment	371689	3/22/2026	Phone		Orange County
Comment	371695	3/22/2026	Phone		
Comment	371700	3/22/2026	Web Case	618	Orange County
Comment	371672	3/22/2026	Web Case	307	San Bernardino
Comment	371701	3/22/2026	Web Case	623	Orange County
Comment	371707	3/23/2026	Web Case	601	Orange County
Comment	371724	3/23/2026	Phone	623	Orange County
Comment	371725	3/23/2026	Phone	605	Orange County
Comment	371746	3/23/2026	Phone	723	91/Perris Valley
Comment	371776	3/23/2026	Web Case	623	Orange County
Comment	371784	3/23/2026	Phone		Orange County
Comment	371711	3/23/2026	Web Case	1663	Orange County
Comment	371782	3/23/2026	Web Case	744	91/Perris Valley
Comment	371732	3/23/2026	Web Case	605	Orange County
Comment	371733	3/23/2026	Web Case	605	Orange County
Comment	371768	3/23/2026	Web Case	628	Orange County
Comment	371824	3/24/2026	Phone	309	San Bernardino
Comment	371859	3/24/2026	Phone	623	ALL Lines
Comment	371873	3/24/2026	Phone		ALL Lines
Comment	371832	3/24/2026	Web Case	605	Orange County

Comment	371802	3/24/2026	Web Case	634	Orange County
Comment	371801	3/24/2026	Web Case	307	San Bernardino
Comment	371846	3/24/2026	Text/SMS	338	San Bernardino
Comment	371826	3/24/2026	Phone	628	Orange County
Comment	371867	3/24/2026	Web Case	604	Orange County
Comment	371883	3/25/2026	Web Case	309	San Bernardino
Comment	371888	3/25/2026	Web Case	313	San Bernardino
Comment	371940	3/25/2026	Web Case	340	San Bernardino
Comment	371892	3/25/2026	Web Case	740	91/Perris Valley
Comment	371970	3/26/2026	Web Case	100	Ventura County
Comment	371983	3/26/2026	Web Case	623	Orange County
Comment	372084	3/27/2026	Phone	201	Antelope Valley
Comment	372102	3/27/2026	Phone	414	Riverside
Comment	372153	3/28/2026	Text/SMS	231	Antelope Valley
Comment	372271	3/31/2026	Web Case	206	Antelope Valley
Comment	372317	3/31/2026	Web Case	623	Orange County
Comment	372389	4/2/2026	Phone	100	Ventura County
Comment	372465	4/3/2026	Phone	206	Antelope Valley
Comment	372479	4/3/2026	Phone		91/Perris Valley
Comment	372490	4/3/2026	Phone	307	San Bernardino
Comment	372659	4/6/2026	Phone	736	91/Perris Valley
Comment	372714	4/7/2026	Phone	626	Orange County

Comment	372808	4/9/2026	Phone	807	Inland Empire-Orange County
Comment	372862	4/9/2026	Web Case	100	ALL Lines
Comment	372882	4/10/2026	Phone	623	Orange County
Comment	373114	4/14/2026	Web Case	623	Orange County
Comment	373176	4/15/2026	Phone	621	Orange County
Comment	373262	4/16/2026	Web Case	227	Antelope Valley
Comment	373334	4/17/2026	Web Case	634	Orange County
Comment	373532	4/22/2026	Phone	206	Antelope Valley
Comment	373564	4/22/2026	Phone		Orange County
Comment	373534	4/22/2026	Web Case	309	San Bernardino
Comment	373757	4/26/2026	Web Case	307	San Bernardino
Comment	373794	4/27/2026	Phone	344	San Bernardino
Comment	373788	4/27/2026	Phone	307	San Bernardino
Comment	373785	4/27/2026	Web Case	603	Orange County
Comment	373790	4/27/2026	Web Case	206	Antelope Valley

Comment	373773	4/27/2026	Web Case	623	Orange County
Comment	373809	4/28/2026	Text/SMS	307	San Bernardino
Comment	373898	4/29/2026	Web Case	625	Orange County
Comment	373860	4/29/2026	Web Case	305	San Bernardino
Comment	373876	4/29/2026	Web Case	754	91/Perris Valley
Comment	373912	4/29/2026	Web Case	623	Orange County
Comment	373929	4/30/2026	Phone	210	Antelope Valley
Comment	373920	4/30/2026	Email		
Comment	373991	5/1/2026	Web Case	220	Antelope Valley
Comment	373987	5/1/2026	Web Case	328	San Bernardino
Comment	374016	5/2/2026	Web Case	605	Orange County
Comment	374298	5/6/2026	Email		

Comment	374299	5/6/2026	Email	
Comment	374309	5/6/2026	Email	Orange County
Comment	374604	5/12/2026	Email	Inland Empire-Orange County
Comment	374606	5/12/2026	Email	

Comment	374607	5/12/2026	Email		
Comment	374610	5/12/2026	Email		
Comment	374644	5/13/2026	Web Case	723	91/Perris Valley
Comment	374679	5/14/2026	Web Case	210	Antelope Valley
Comment	374703	5/14/2026	Web Case	628	Orange County
Comment	374730	5/15/2026	Email		
Comment	374904	5/17/2026	Web Case	605	Orange County

Comment	374933	5/17/2026	Email	605	Orange County
Comment	374993	5/19/2026	Phone		Ventura County
Comment	374996	5/19/2026	Web Case	703	91/Perris Valley
Comment	375061	5/20/2026	Web Case	311	San Bernardino
Comment	375122	5/21/2026	Email		
Comment	00375623	5/30/2026	Phone		Orange County

Subject
Temporary Service Reduction
Temporary Service Reduction
Temporary Service Reduction
Temporary Service Reduction
Temporary Service Reduction- ML 200 was reported to be canceled
Temporary Service Reduction- ML 200 was reported to be canceled
Temporary Service Reduction- ML 723 Canceled
Temporary Service Reduction- Monthly passes should be reduced
Temporary Service Reduction- Not enough notice provided
Temporary Service Reduction- Partial monthly pass refund requested
Temporary Service Reduction- Train delays due to connections
Temporary Service Reduction
Temporary Service Reduction
Temporary service reduction
Temporary service reduction
Temporary Service Reduction- ML 623 Cancelation
Temporary Service Reduction- ML 623 Cancelation
Temporary service reduction
Temporary Service Reduction- 5-day flex pass refund

Temporary Service Disruption

Temporary Service Reduction

Temporary Service Reduction- Amtrak monthly pass requested as compensation
Temporary Service Reduction- ML 307 Canceled

Temporary Service Reduction- ML 623 Canceled

Temporary Service Reduction

Temporary service reduction
Temporary service reduction

Temporary service reduction

Temporary Service Reduction

Temporary Service Reduction

Temporary Service Reduction- Compensation for 5-Day Flex Pass

Temporary Service Reduction- Lack of notification

Temporary Service Reduction- ML 605 not departing from Oceanside

Temporary Service Reduction- ML 605 not departing from Oceanside

Temporary Service Reduction- Monthly pass compensation
Temporary service reduction

Temporary service reduction

Temporary service reduction

Temporary service reduction - no options from OSD

Temporary Service Reduction - request to add service to SNT

Temporary Service Reduction- ML 307 Canceled

Temporary service reduction- ML 338 Canceled

Temporary service reduction- ML 628 Canceled

Temporary Service Reduction- ML 628/634 canceled
Temporary service reduction - crowded passenger cars
Temporary service reduction - crowded passenger cars

Temporary service reduction - crowded passenger cars

Temporary Service Reduction- ML 744 Canceled
Temporary Service Reduction- ML 100 Canceled

Temporary Service Reduction- ML 623 Canceled

Temporary service reduction

Temporary Service Reduction.

Temporary Service Reduction ML231
Temporary Service Disruption- Information not clear in app
Temporary Service Reduction- Pax worries ML623 will be removed for good

Temporary Service Reduction

Temporary Service Reduction

Temporary Service Reduction

Temporary Service Reduction

Temporary Service Reduction.

Temporary Service Reduction

Temporary Service Reduction
Temporary Service Reduction- ML 100 Canceled/ Restore ML 101

Temporary service reduction
Temporary Service Reduction- Request for ML623 to come back
Temporary Service Reduction/ML352 No Restrooms Available
Service Reduction- Trains are still experiencing mechanical issues

Service Reduction- Refund request for ML 634

Service Reduction

Service Reduction

Service Reduction on SB Line/Crowded Trains/Bring back Twitter Alerts

Service Reduction-ML307

Service Reduction

Service Reduction Extension

Service Reduction- ML 605 and ML 618 Canceled service at Oceanside
Service Reduction: Making active trains extremely crowded

Service Reduction-Request For Updated Schedule

Service Reduction

Service Reduction and continued cancelation/delays of trains
Service Reduction- Crowding on trains

Service Reduction length of time

Service Reduction- ML 623 canceled & ML 625 Annulled caused extra crowding

Service Reduction

Service Reduction and Increased Fares

Service Reduction/ Fare Prices/ OTP

Service Reduction/Frequent mechanical issues/Crowding
Service Reduction- ML 605 at Oceanside

Service Reduction- Possible weekend service reduction

Service Reductions and increases.. bad decisions

Service Reduction- OC Line San Clemente to Irvine

Service Reduction: Metrolink comments for public hearing

Sevice Reduction- 6.26.2026 Metrolink Public Comment

Service Reduction- Public Comment and Questions Regarding Oceanside Service Reductions

Service Reduction- Public hearing June 26 2026 metrolink comment

Service Reduction- ML 723 Canceled

Service Reduction- ML 210 and 236 canceled

Service Reduction- ML 628 Canceled

Service Reduction- Personal Comments on Upcoming Changes

Service Reduction- ML 605 canceled at Oceanside

Service Reduction- Elimination of Oceanside trains

Service Reduction- Increased service to
CSUN/Northridge

Service Reduction- Crowding on trains
Service Reduction length of time

Service Reduction- Possible service reductions and
potential fare increases

Service Reduction and Rail 2 Rail Black Out Dates
Due to FIFA Games

Customer Comments

Amtrak. Pax is a 5 day flex pass holder. Pax is requesting for all Metrolink tickets to have a temporary cross honoring with Amtrak due his train being one of the affected trains.

Per SMS: Shouldn't the metrolink adjust time on 740 and or 626 to accommodate those taking 744 and or 628? Also, please consider offering bus services for 744 and 628 riders, if 30 minutes adjustment cannot be made.

Pax is upset this schedule update was so sudden not giving them enough time to make the decision on purchasing a monthly pass.

instead. If this information is accurate, I would like to express my strong concern regarding this decision. Train 200 serves a significant number of early-morning commuters who rely on its schedule to arrive at work on time. Shifting riders to Train 202 may create substantial inconvenience and disruption for many individuals who depend on reliable and timely service. While I understand that budget considerations can be challenging, I respectfully urge Metrolink to reconsider this decision and take into account the impact on the because they do not have flexibility with their starting hours, and they have no other form of transportation. If you have to decrease the amount of trains, eliminate a train that runs in the middle of the day, so people's work lives will not be disrupted.

keeping the time of the final PV/91 train from Perris to LA. Truly an insane decision for Metrolink to make that negatively impacts hundreds of riders per day.

fare prices?specifically for monthly passes. Metrolink has significantly limited the service available to passengers, and I believe the pricing should reflect these service constraints until full operations resume

customer service. These are people?s jobs and lives that are being affected with virtually no time to make arrangements. Not good Metrolink!

Clemente and Oceanside, are being temporarily discontinued, I demand at least a partial refund (7/22 days) of my current monthly pass on this route. Note that no OC line trains run between San Clemente and Oceanside during rush hour in the OC to Oceanside direction. Amtrak does not stop at the San Clemente station and does not stop at San Clemente Pier until 90 minutes later in the morning, making it a non-viable alterative. San Juan Capistrano station is outside the bounds of my monthly permit via "Rail 2 Rail" and thus Amtrak to that station is also not a viable alternative use of the monthly pass for at least that reason. Monthly Pass Receipt: Purchase Receipt This is the receipt for your ticket(s) and cannot be used to travel Purchase Details * Monthly Pass Adult (Regular) Ticket IDs: LTUO3UTLH5W 1x $206.25 Total: $206.25 Payment Info Merchant name: Metrolink Merchant Online Address: http://www.metrolinktrains.com/ Account ID:

Union Station. I understand that some trains may experience delays while waiting to make connections. In these situations, could you clarify whether connecting trains will be held to allow passengers from delayed trains to transfer successfully? For example, if I am traveling on Train 222 and planning to transfer at Union Station to either Train 740 or 626 to Norwalk, and my train is delayed, I would typically consider alternative options such as Train 744 or 628. However, if those alternatives are also temporarily out of service, what options would be available for completing my trip without needing to rely on a rideshare service? Additionally, will the conductors or staff communicate across lines to help ensure that passengers have a reasonable opportunity to make their connections? Another scenario, if Train 222 were to be canceled entirely, what guidance or accommodations would be provided to help passengers complete their commute

Per SMS, Pax states that these train cancellations are very disrespectful and that we are not thinking of any passengers when doing so.

Subject: [EXTERNAL] Metrolink is 100% at fault for not maintaining engines Good morning, Metrolink is 100% at fault for not maintaining engines. Your management seems to think this is just an inconvenience to provide soulless apologies for. You need to ADMIT fault from customer service representatives to The Board. You all need to put on your big boy pants and big girl pants on and ADMIT that this is especially him. He mentioned both his departing and returning trains were cancelled- AV210,231,233. There is no bus system to get him home past 10pm. He said there was not enough notice and he may lose his job.

Pax called in stating that he is upset and is demanding that ML 313 and ML 634 are made available sooner then 7 weeks.

business hours. There are no other options that work. It is right during rush hour and the train is often full. Could you cancel a less busy train? Thank you!

for seven weeks. This decision is having a significant negative impact on daily commuters who rely on this train as a primary means of transportation during rush hour. Train 623 serves a critical time slot for working professionals, many of whom have limited or no alternative options for reaching their workplaces on time. Removing a peak-hour train disrupts established routines and creates unnecessary hardship for riders who depend on reliable service. At a time when gas prices remain high, public transit should be encouraged and supported?not made less accessible. Decisions like this risk discouraging ridership, pushing commuters back into their cars, increasing traffic congestion, and undermining broader efforts to promote sustainable transportation. If service reductions are unavoidable, it would be far more reasonable to consider adjustments to trains operating during less crowded, off-peak hours rather than eliminating a heavily utilized rush-hour route. Prioritizing peak service is essential to maintaining rider confidence and supporting those train five days a week after finishing work at 6:00 p.m. Due to the temporary service reduction, he will no longer have a viable way to get home, as the next available option, Train 634, will also not be in service.

reduced service that will temporarily suspend service of the train 605 out from San Clemente. The 5 day pass has not been used yet and I did not know that there would be a disruption of service for my train at the time of ppurchase.I will be unable to use the Metrolink during this time and will greatly appreciate the refund during these hard times. I have uploaded here a copy of receipt as well as the screenshot of

Oceanside. Says this temporary train cancellation is a huge inconvenience, as it is affecting the two trains he takes to and from work. Pax wants to see if we are able to help him out since his usual train routes are unavailable, requested a pass for the rest of March, says he will purchase a monthly pass next month and he will figure it out for the remaining weeks that this temporary schedule takes place for, but me to suggest to management to make that recording clearer because he was confused when he called in. He also wanted information on Earth Day and asked if we will be doing anything special on that day.
March to allow me to take the Amtrak due to this inconvenience. I am not asking for the full seven weeks that the 6/18 train will be discontinued, I am asking for some compassion to provide the monthly pass in my profile till the end of March. It?s unfair that if I try to buy one today that you will charge me the full amount like if it?s an entire month. That just ain?t right. You guys don?t have any train going to San Diego from 10:30 AM until 6:30 PM. That?s eight full hours of no access to Oceanside. Please provide the courtesy to provide me a month pass until the end of March in my profile so that I can take the Amtrak till the end of the month. I will purchase the month
Why would you temporarily suspend a train that many of us use to arrive to work in the am hours?
pm is terrible hardship for scores of us regulars who have commuted on that train from and to Irvine five days a week for many years. We urge you to reinstate that train immediately. In the long run, if we have to find other accommodations for our commute it weakens the support for Metrolink.
Need more information on the equipment shortages that, on very short notice to daily users, terminated train service for people who work regular office hours. Pls respond with name and number of the person who can tell me how/why this happened. Need details.
connecting buses to the station with the earlier or later trains to the Tustin station and would be left getting home super late. She feels this is irresponsible and not forward thinking of Metrolink to suspend trains that are usually full of riders.
Pax would like to request for ML605 to return at 6:18am. Since 5:18am is too early for their commute.
Pax is upset about the reduction in service for the PV line she states that her son takes ML 723 from UCR as he attends college and he now has no transportation to get back home Monday-Friday because ML 723 is suspended.
I am very disappointed and frustrated that you suspended train 623. 623 used to be a very busy train. A better choice would have been if you have suspended 621 and kept 623. 621 gets alot less busier than 623. Please reconsider your decision as it doesn?t make sense at all
morning of the day. Pax is saying that we are discriminating against the people who are taking the last trains. Pax is upset that he has to pay $30.00 to get home on the Amtrak, when Metrolink is much cheaper.
day on the weekend to ensure that my final destination was walkable for me, did you publish a new schedule wherein you have removed the last two trains of every evening returning from Los Angeles to Fullerton for a minimum of 7 weeks. This defeats the purpose of my purchase as I purchased the ticket to make a trip into Los Angeles for a regular event on Monday evenings. It is ridiculous to me that anyone could think it was reasonable for the trains to stop running out of LA before 6:00 p.m. on weekday evenings. I reached out to customer service for this and was told that refunds are not issued but that I could request one and wait 4 to 6 weeks. So I won't know until after my ticket is expired if I can get it refunded. This is not a viable way to offer public transportation. If I reach the end of that 30 days,
unavailable. I use the metrolink app and website every day and I did not see a single alerts regarding today?s reduction in trains. I even rode the train this morning to work!! Did not see a single advisory telling me I would be unable to take the train home. I feel abandoned and left with no options. If I was made aware of the change in schedule, I would have made plans. But again, was not alerted. 0/10 very
this most recent cut makes riding from south of Laguna Niguel almost impossible. Many passengers from train 605 travel to Orange County to stations that are not served by Amtrak. I believe Metrolink should look to midday trains to make cuts rather than peak period trains. While the commuter market is not what it was before Covid, commuters who do use the system rely on it daily and don't have the flexibility in their schedules like a leisure, midday traveler may. I strongly encourage Metrolink to consider passenger impacts when making
This train serves the main commute for many people working a 9-5 to get from Oceanside to their destination. I am expressing my concern why the service for this train is cancelled from Oceanside to Laguna Niguel and why this specific train is cut short, but not the 601 or the 603. I just want information on why the train that serves many people is cut short. Thanks!
use this train many times a week to get back home. The fact that the 6:40 and the 9:40 trains are cancelled are truly such a disappointment and this leaves me with genuinely no way to get back home aside from Amtrak. Given that Amtrak is about double the price of a trip with Metrolink, I am demanding financial compensation to account for the extra amount of money I?m going to have to spend for about two months to get home, and to account for the overall disruption to my time as I?m going to have to wait till 8pm to get home via train rather than being able to go home at 6:40. Please provide this ASAP, I tried calling someone on the phone and they refused going home, standing room only coming in the morning.
to pick up her child from school. I advised her of the temporary train schedule, she wanted us to provide her an Uber ride. When I told her we are not providing Uber rides, she wanted to speak to a Supervisor.
aware of the temporary service reduction affecting trains 628, 634 and 744. Passenger needed the train to get to Fullerton after work. He did use the Uber voucher we had available, but said this is a horrible schedule. He used other foul language to describe the new temporary schedule. He is upset because these trains are all the late trains people use to get home after a long day at work. He also commented on how this is really bad for people that need to take the train farther than Fullerton.
day Metrolink flex pass would be the best option with times leaving around 7 however when I arrived I found that starting this week there?s been a reduction in the number of trains running in Oceanside so I was unable to make it to work. This is my first experience with Metrolink and hope to continue to use them should you add more trains in the future. Would I be able to request a refund for the 5 day

weekday trains to San Clemente. I understand the corridor is tricky, but I depend on the train, especially as gas prices steadily rise, to get me to school and back. And the elimination of train 634 has made it impossible for me to use the train at all.
commuters getting us to LA at 7 am is suspended but the early and late trains getting to LA outside of standard business hours remain. Why didn?t you pick another train? This is why Metrolink and public transport has a bad reputation.
keep train 345 going west that is practically empty and always causing train 338 to be delayed. Also in the morning it's terrible you canceled train 307! Now I'm getting to work late
of the night leaving paxs stranded, Amtrak conductors denied Metrolink pax and feels this is wrong and something should be done due to the service reduction
We purchased 2 all day pass tickets and we were only allowed to use the ticket once due to the Metrolink not functioning after 5:40 PM and we were not made aware of this until after we got to union station and the attendant there told us the last trip was at 5:40PM.
If you?re canceling trains for seven weeks then consider adding more carts to the running trains so everyone could have a seat . Be considerate of the passengers having to stand all the way to union station due to lack of carts.
cars or other cars taken out of service (making it 4-cars). If this is a locomotive parts issue, please reallocate additional passenger cars from the cancelled trains to build 6-car trainsets on the SB Line trains so we are not crammed in. Thanks.
Union Station has been over crowded all week. Passengers are name to find seats due to the commuter congestion increase as a result of the 4:08 train out of Union Station being canceled. I find it unacceptable as a pain commuter that we are unable to get a seat on a train we are paying to commute on. it would be in everyone?s best interest if another train was added during the rush hours in the late afternoon.
It was very irresponsible to take away a train during the busiest partition of the day. I hope that my comments and concerns are taken into case of an issue. As I'm sure you are aware the delay then cancelation of train 740 caused a ridiculous amount of confusion and frustration. What are commuters to do if we can't count on reliable service. Yesterday was only day 2 of the cancelation of 744 and both days have had issues. There needs to be solution as to not leave hundreds of commuters stranded up to 75 miles away from their homes. A $50 uber voucher doesn't even come close to covering the cost to get to Riverside County. Please come up with a contingency plan ASAP
Hello, I am just checking if the 100 service will be coming back. The reason I have a monthly pass is specifically for that early train.
critical part of the afternoon schedule, and there has been no adequate explanation for why it had to be canceled altogether. It is unacceptable that maintenance and logistics operations are unable to address issues in a timely manner without disrupting essential service. Metrolink needs to prioritize reliable operations and restore the 4:12 p.m. train immediately.
Pax would like to file complaint regarding ML201 being stopped at Vista Canyon for the next 7 weeks. Pax usually travels to Palmdale and needs this morning train, pax understands this was due to equipment issues but after today ML228 being cancelled it is not helping.
explained that we've been having trains cancelations and train delays weekly for the last 25 years. Pax is upset that we also canceled trains for the new temporary train schedules. Pax wanted to make a feedback form and was asked if their information can be taken down. Pax asked for a copy of the case, when denied, Pax said they wouldn't know if their case was made either way (if their information was taken down or made anonymous). Pax wanted to receive the Case number. Pax was asked once more if they would like to continue
the night the 9:39pm train. If possible I understand the issue but please advise corporate that it has affected quite a few people and their jobs i appreciate your help."
and find out there?s no train leaving at that time. Shouldn?t you have updated your app, considering I was told that train has been down for a week now? So, I want a full refund since you can?t keep your app information accurate.
because a lot of people get off work around that time. Move other trains to that time if you need to. There are too many working commuters relying on that train so they can go back to their families on time.
County Line Train 100 have negatively impacted her commute to work. The passenger expressed that the schedule adjustment has caused significant inconvenience, resulting in her choosing to commute by car instead. She also noted that she has been a long-time Metrolink rider and was disappointed that the change occurred with short notice.
the signs are to small to read and would like to request the signage be printed out bigger and at eye level. She said that this is the second time she misses the train and was not aware of the reduction. She missed a meeting today due to the canceled service for 206 out of Lancaster. She also states that we had given her the wrong scheduled time.
a midday train leaving union at 12 pm Noon time. She said that would be great help for other pax as well that would like to travel Midday instead of to early or late.
The passenger stated that the adjusted schedule has caused them to arrive late to work over the past few weeks, as their start time is 8:00 AM. The passenger explained that they previously relied on Train 307, which arrived at Union Station at 6:59 AM, as it provided sufficient time comparable to driving. Due to the temporary changes, this option is no longer meeting their commuting needs.
ever since they cut trains schedules, however this one seems to be affected even though this train schedule wasn't cut. Pax was very upset about her train being late again and was asking for an updated time on her train as well as a complaint to be made. Pax was satisfied with the complaint being made and didn't need any further help.
LAX trying to board our ML 626. He stats that it looks like a safety problem, because people are only given 3 min to board train from the metro B-line and that is the last Oc train they cam take. Pax stated that not everyone make it to the train, only the people that are able to run fast enough to make it through, and wants to make a complaint/ suggestion about the situation.

described as unacceptable. The passenger questioned when Metrolink will provide a more reliable level of service, noting that despite being in 2026, service reliability has not met expectations. The passenger also stated that peak-hour frequency had previously been reduced and that midday trips were recently canceled as of March. They expressed concern that, rather than improving service, Metrolink appears to be reducing service levels, which they believe may contribute to lower ridership. Additionally, the passenger compared the system to public transportation in other parts of the world, stating that those systems are maintained at a high level of reliability, allowing riders to depend on them for daily activities. The passenger expressed frustration that similar standards are not being met locally. The passenger acknowledged that BNSF has priority over the tracks but stated that alternative solutions should have been explored years ago

Please bring this train back. We need the 100 and the 101 to start running again.
Ana station Monday thru Friday to get back home. The elimination of this train for 7 weeks has caused her to change her work schedule and hire a nanny for her child. Its been a very difficult past 2 weeks for her and her family.
When will the 4:40 train between Fullerton and Union Station return? This is the exact train I needed to get home from work and now it is the one train that is cancelled.... please advise.
last train leaving at 2:18 PM. Caller also wanted to add that ML 352 did not have any operating restrooms and was frustrated she had to hold it for some time.
temporarily reduce service on select trains." Only to have trains that are still running continue to breakdown to mechanical issues?especially the final train of the night.
available that evening. I was unable to use the ticket. I attempted to submit a refund request through your website, but received an error and no confirmation. I am requesting a full refund. Please find attached photos of my ticket.
from Vista Canyon. The caller stated he is not a frequent Metrolink rider but was upset by the schedule change, referring to the decision as ?stupid? and ?moronic.? Caller requested to speak directly with the individual(s) responsible for implementing the schedule change, seeking a direct explanation. He also expressed broader dissatisfaction with Metrolink, including negative remarks about service reduction. The caller stated that he has heard conflicting information from various individuals about the duration of the service reduction. He mentioned hearing that it may be extended by a few weeks, while others have indicated it could last several months. The passenger also expressed concern about whether the service reduction may become permanent. The passenger travels regularly from San Juan Capistrano to Los Angeles Union Station and explained that he needs accurate and reliable information in order to make decisions regarding purchasing a monthly pass and parking permits. He also stated that due to the current service reduction, he has been driving from San Juan Capistrano to Laguna Niguel to board the train to Los Angeles. The caller did not specify the source of the information, stating that it was heard from multiple individuals. It remains unclear whether the information originated from Metrolink personnel, Union
affected for 7 weeks and we have less trains. This causes me to take an earlier train and have to wait 1 hour before I can start work. Prior to this the schedule was better we had trains that came more frequent that allowed commuters to get in to work by 8. I now have to worry about missing the train and being late. You need to improve the service and bring back the old schedule this is the most traveled line and it's always crowded. Lately we have a lot more people in scooters and wheelchairs and more people on electric bikes that take up way more space. Also, want to say that when the last ice strikes happened in downtown you dont realize how much you impacted us. We were left stranded in the middle of the crowds. I honestly was terrifed, I had nowhere to go, I could not even get an uber because they could not pass through. Where Metrolink Failed is not alerting people on the App. You stopped putting alerts on X aka twitter which was the fastest way to check for alerts. When I reached out to Metrolink I didn't get a response for a while. There is lack of communication with Metrolink and its staff on ground. They had no clue, and what's worse is I was told by one of your reps to go to a track then saw everyone gathering
Bernardino / LA Union Station is void of a.m. train 307. Will passengers be informed of the recent omission of train 307? There seems to be a complete void of dialogue with Metrolink, and it is not aligning with the core values it says it stands for. Will train 307 return to its previous operation or not? It is poor communication to simply remove it from the schedule and not tell commuters who rely on it as a means of transportation that it (307) willl not return. Scheduling trains one hour apart during peak time is counterintuitive! I welcome the times aren't working for others either. She called specifically for the ML344 train (that departs LAX at 5:38PM), she mentioned that she has to sit in the la union station for a whole hour to wait for this train, and she believes that this hour changes things for her and other as well.
extended. I'm already getting to work in the morning late and to me second job in the evening late. Why would you suspend high traffic trains such as SB train 307 and 338? And why cater to low trains going westbound in the afternoon evening? It makes no sense. No wonder you're losing ridership! You should suspend the low traffic trains going westbound in the afternoon/evening! There's barely 5 people on it! It's so empty! Yet there are over 400 people trying to go eastbound after work all crammed together. I used to have to fight in Tustin and the earlier train is just so early. Also the elimination of the 2:30pm SB train from Tustin to Oceanside being eliminated is the other train I take home and now I have to wait until 5:40pm. I thought that CA believed in public transit to help the environment, but apparently they do not help keep the Metrolink with the resources they need. Very sad.

The train is extremely crowded and uncomfortable after the lines shutdown started few weeks ago it?s horrible

to service date. I understand that unexpected operational challenges can arise, but the lack of a clear and finalized plan is making it difficult to plan reliably for my daily commute. The website currently indicates that there may be additional significant service disruptions ahead, but without a confirmed schedule or timeline. As someone who depends on Metrolink for regular transportation, I need more certainty in order to make practical decisions?specifically whether to purchase a monthly pass for May or adjust my work schedule and explore alternative commuting options. At this point, the week-by-week updates and uncertainty are creating a challenging situation for riders. If reduced service is going to be the reality for the foreseeable future, I would strongly prefer a finalized and transparent schedule, trains. They reported that remaining trains, particularly Train 309, are now overcrowded, creating potential safety concerns and negatively impacting regular riders? commutes and livelihoods.

train services, particularly on the Orange County Line. What was initially communicated as a temporary disruption of approximately seven weeks now appears to be a permanent removal of service. The prior elimination of train OC 623 (4:20?5:20) already significantly impacted commuters, and the unannounced cancellation of OC 625 (5:20?6:20) on 4/29 has made the situation even more difficult. OC 623 was widely used as a productive hour within the workday, allowing many of us to continue business hours while working remotely on the train. Its removal has pushed riders onto trains outside standard working hours, eliminating that benefit and making the commute feel like lost time rather than a useful extension of the day. Coupled with the unexpected cancellation of the later train today (OC 625 on 4/29) this reflects poorly on the reliability of the service. Even more concerning is the lack of communication around these changes. When OC 625 was cancelled on 4/29, a large number of passengers were left waiting at the Tustin station with no notice. The station announcement indicated the train would arrive in five minutes, yet it never did. This failure to provide accurate, real-time information shows a disregard for passengers? time and responsibilities. By removing these critical services without adequate notice or viable alternatives, Metrolink is effectively pushing riders toward other modes of transportation. This not only inconveniences current riders, but will likely reduce ridership and revenue over time. Among daily commuters, there is already active discussion about exploring alternative routes and transit options. I urge Metrolink to: * Reevaluate the decision to permanently remove these key trains, and consider replacing eliminated services

Trains are too full, both morning and evening. Pls bring suspended trains back asap add more trains please

so unfair to us for you to keep lying to us with false hopes and then coming to us 6 months down the road that its permanenent. Please OWN it and treat the riders with respect. We are not as stupid and gullable as you think we are!

passengers on the 6:20 train. I use a bike and there isn't enough room for all the bikes. This will get worse as gas prices increase. I suggest removing all seats on the bike car bottom floor and some seats on other cars. We are transitioning to an electric "last mile" world. More room is needed for this future.

Pax named David is upset due to the refund process being inconvenient.for the customers, he states he should not have to go out of his way to fill out the form. He mentioned train 210 should be put back on schedule, it has messed up his schedule.

<BoardSecretary@scrra.net> Subject: [EXTERNAL] Increased fares and reduced services Dear Chair Chaffee, I am writing to you today to express my strong opposition to the proposed fare increases and the reduction of train services. As someone who values the Southern California Regional Rail Authority?s role in our infrastructure, I believe these changes will ultimately discourage ridership and hinder the growth of our transit system. Rather than cutting services and increasing the burden on daily commuters, I would like to propose several cost-saving and revenue-generating alternatives that focus on modernization and efficiency: ? Modernized Fare Collection: Installing ticket scanners in each car for physical tickets and allowing mobile users to assign themselves a seat (utilizing existing seat labels) would streamline the boarding process. This allows operators to enforce ticket checks efficiently without increasing stop times, providing a more cost-effective solution than installing station turnstiles. ? Enhanced Identification: Adopting physical pass cards with rider photos (similar to Metro) and requiring photos on the mobile app would help operators quickly identify users. Providing operators with updated handheld programs to locate passengers by seat would further save time and ensure fare recovery. ? 2028 Olympic Strategy: We should leverage the upcoming Olympics by providing promotional and reduced rates for SoCal residents, while implementing increased rates for visitors. This protects local taxpayers while maximizing revenue from the international influx of travelers. ? Simplified Monthly Pricing: Transitioning

since service is always late. And there are trains that are crucial for my travel that have been cancelled because of train maintenance that will go on for 8 weeks. I wait 1 hour and a half or more for the next train since it?s the only way for me to get home.

mechanical breakdown or when there?s a train accident. The workers are nice and professional. But lately service has been very poor, and it keeps going down. For a while your company switched the schedules around, for what? Just to frustrate riders and then you end up moving the schedules back. For the last few months there seemed to be more mechanical breakdowns where I have to drive to El Monte for the bus. Then your company takes removed a line during morning rush hour so that some riders can stand to LA. I don?t have a problem doubling up. You could add an extra car to the earlier or later train but you don?t. Why? It?s not rocket science. So on occasion when I leave late the metro worker has everyone line up to enter one car. Why? I never see anyone refused entry. So today I caught the 1:38 train and we had to all line up. I didn?t see anyone rejected. Thanks for the video about the delay of the 7 week absence of the train commuters...

about eliminating weekend service and if they cut it then there is going to be a lot more traffic than there is now on our freeways and especially going to and from Oceanside as Interstate 5 is already backed up on the weekends and many people (including those that are disabled and rely on public transportation) rely on weekend service and if it goes away it's just going to be a huge blow and as for the peak-hours and midday service they should consider looking at all the trains and eliminate the trains that people travel the least and vice-versa.

Subject: [EXTERNAL] Service Reductions and increases.. bad decisions To the Board of Directors of the Southern California Regional Rail Authority (Metrolink), I am writing to formally express my concern regarding recent service reductions and fare increases affecting Metrolink riders. At a time when rising fuel costs are driving more people to rely on public transportation, one would expect service to expand or, at minimum, remain stable. Instead, riders are experiencing the opposite: fewer trains, reduced flexibility, and now increased fares. This is not only frustrating?it undermines the very purpose of a regional rail system. It is particularly concerning that these impacts appear tied to decisions surrounding contractor bidding and operational planning. Choosing the lowest bid without ensuring the operator could sustain reliable service was a serious mistake. Cost savings on paper mean very little when the outcome is reduced service, diminished reliability, and higher costs passed on to riders. That approach shifts the burden of a poor decision directly onto the public. Public transportation is not simply a line item to be minimized?it is a critical service that people depend on daily for work, family obligations, and economic stability. Decisions must reflect long-term value and performance, not just the lowest upfront number. The current situation raises serious questions: ? How was the contractor?s ability to maintain service levels evaluated before awarding the bid? ? What accountability measures are in place now that service has been reduced? ? Why are riders being asked to pay more while receiving less? Additionally, the Board should seriously evaluate returning operations to a proven operator such as Amtrak. If prior service levels, reliability, and rider satisfaction were stronger under that model, it is your responsibility to explore how to restore that standard. Riders should not be used as a testing ground for cost-cutting strategies that fail in execution. Reducing trains while increasing fares sends the wrong message to the public. It discourages ridership at a time when environmental concerns, traffic congestion, and economic pressures <BoardSecretary@scrra.net>; boardofdirectors@octa.net Subject: [EXTERNAL] Concerns about Service: San Clemente to Irvine Dear Metrolink and OCTA Board Members, I am writing to formally request the restoration of more round trips departures from San Clemente to Irvine. The current departures are too early for many professional schedules and too late for their return, the significant gaps created by recent service cuts make the Orange County Line an unreliable option for daily commuting. As a resident and fare paying rider, the lack of mid morning options forces me to drive on the 5, which contradicts our goals of reducing traffic congestion and emissions. I understand the ongoing challenges with coastal stabilization at Mariposa Point and locomotive and parts availability. However, as you reimagine the <BoardSecretary@scrra.net> Subject: [EXTERNAL] Metrolink comments for public hearing EXTERNAL: This email message was sent from outside our organization. Proceed with caution when opening links or attachments. Submit as spam if you are not sure it is safe. Hello, My name is Penney Libao Morris, a Corona resident who relies on the Metrolink to go to work in Orange County (Irvine), using the Tustin station. Metrolink allows me to go to work and maintain as much of a work life balance as possible as it keeps me sane, allowing me to avoid the treacherous and soul sucking 91 freeway. It grants my 74year old mother autonomy as she visits me from Downey, as she can no longer drive freeways. It allows me to go to downtown LA on weekends in peace. Please don?t take away or reduce any of the trains. You are literally doing the opposite of what every survey of its users has asked you to do - to increase frequency during peak hours and add more trains for leisure times. You say ridership is down but please consider reverting back to some old schedules. We don?t need more <BoardSecretary@scrra.net> Subject: [EXTERNAL] 6.26.2026 Metrolink Public Comment EXTERNAL: This email message was sent from outside our organization. Proceed with caution when opening links or attachments. Submit as spam if you are not sure it is safe. Hello, My name is Katie Syme, I live in Redlands CA 92373. I commute to Riverside daily using Metrolink. While I?m in favor for adopting the current fee structure, I?m not in favor of raising fare rates for one-way tickets or raising the costs of the SoCal day pass. Additionally, reducing service in already crowded trains (especially given recent fuel prices) is not feasible for my commute. I will need to drive if the ARW 3807/IEOC 807 morning lines and the IEOC 822/ARW 3836 evening lines are cut. With rising fuel costs, this could make my commute unsustainable in the long run. Additionally, if the ticket fare prices were to increase to be competitive with fuel costs, my weekly trips (4 days a week) may not be economically feasible. Because of the consistent experience I?ve had using the train as my primary method of commuting, I?ve been willing to take longer trips on vacations using Metrolink. By making the trains accessible to everyone, Metrolink can increase their user base so riders with regular access to vehicles (like myself) will want to participate in public transit more. I believe there?s an opportunity to do this, especially with more people turning to public transit right now. Metrolink has now become a staple in

<BoardSecretary@scrra.net> Subject: [EXTERNAL] Public Comment and Questions Regarding Oceanside Service Reductions EXTERNAL: This email message was sent from outside our organization. Proceed with caution when opening links or attachments. Submit as spam if you are not sure it is safe. To the Metrolink Board of Directors, Board Secretary, CEO Darren Kettle, OCTA Representatives, and Metrolink Leadership, I am submitting this email as part of the formal public comment period regarding the ongoing service reductions and the future of Metrolink service, particularly as it relates to Oceanside commuters. First, I appreciate Metrolink?s transparency in acknowledging the operational and financial challenges currently impacting the system. However, the recent announcement extending the reduced schedule beyond the originally communicated seven weeks has created growing concern and uncertainty among daily commuters who rely heavily on this service. For Oceanside commuters, the impact has been significant. Historically, there were three weekday morning departures at approximately 4:18 AM, 5:18 AM, and 6:18 AM. The elimination of the 6:18 AM train, combined with the continued reduced schedule, has substantially limited flexibility for riders commuting to Orange County and Los Angeles for work and school. Many Oceanside riders feel overlooked in these discussions, particularly because San Diego County does not have direct representation on the Metrolink governing board despite Oceanside serving as a major southern connection point for the system. While I understand the need to make difficult operational decisions, I respectfully ask that Metrolink seriously consider maintaining at least two reliable morning departures for Oceanside commuters, ideally closer to 5:00 AM and 6:00 AM, to better align with standard work and school schedules. I would appreciate clarification on several important questions: 1. Has Metrolink evaluated restoring two practical morning departure windows, such as approximately 5:00 AM and 6:00 AM, to better accommodate Oceanside commuters traveling to Orange County and Los Angeles? 2. If additional reductions or fare increases are anticipated as early as October, when can commuters expect transparent communication regarding those proposed changes so riders can adequately prepare? 3. Is Metrolink currently evaluating additional long term service reductions impacting Oceanside, and if so, what level of transparency can commuters expect regarding those discussions? 4. Given that Oceanside riders do not have direct board representation, how does Metrolink plan to ensure San Diego County commuter Subject: [EXTERNAL] Public hearing June 26 2026 metrolink comment EXTERNAL: This email message was sent from outside our organization. Proceed with caution when opening links or attachments. Submit as spam if you are not sure it is safe. Hello, Metrolink has become a staple in having access to my friends and family in San Bernardino and Orange County that I would normally not see as often due to the distance. I see them specifically because they are accessible by the train. By raising rates and cutting lines, my opportunities to use the train as an alternative mode of transportation is eliminated. I have to drive so much due to work already so being able to leave my supposed to. I am having to leave work early because of the train and it?s causing problems for me at work. When is it going to change back. Initially the schedule said 7 weeks. It?s been longer than that. Many students are missing class as well because of this change. We need the train to come back. What?s the status of this coming back?

I?ve noticed yall have cut those hours and wanted to see if i?m growing money on tree to get a damn uber everyday to work and back home? this is ridiculous. It was said in the website that May 11 it?ll go back to normal and we are May 14th. Is this change going to be permanent should I leave my job? because I?m spending more on uber then i?m at work. 9AM to Burbank and 10PM to Lancaster was my only ride home and now I have to take Uber there OR leave my damn job early so i can catch the earlier train home. Are you paying my Union Station right at 5:37-5:40ish. I run to get to boarding area and the train is already gone. I am a monthly pass holder, but there are times when Amtrak doesn't let me ride (black out randomly). So please let me go home without stressing that I have to pay another however much to get back home. Please. Please I request, and I bet it is not only me, to get train 628 running again as soon as possible. <BoardSecretary@scrra.net> Subject: [EXTERNAL] Personal Comments on Upcoming Changes EXTERNAL: This email message was sent from outside our organization. Proceed with caution when opening links or attachments. Submit as spam if you are not sure it is safe. Hello I've been riding Metrolink since the mid 90s when I lived in Riverside. I now live near LA Union Station. I've been commuting with a Monthly Pass almost every day to and from CSU Northridge since 2016. I also visit my mother in Redlands with a SoCal Day Pass at least once a week. I ride Metrolink a lot. I am a loyal customer and a dogged advocate for train travel (and bicycling) in Los Angeles. Speaking for myself, I will not be upset with a ticket price increases as high as 20%. But please do not cut routes. Don't lose the momentum that Metrolink has struggled to earn since the pandemic. It seems both weekend and weekday ridership increases more with more promotion, but if you decrease the number of routes then promotion will be much more difficult. Angelenos will not think it's worth it; they will rely Metrolink 603 is an hour earlier and Amtrak 765 departure is too late. When will Metrolink restart service from Oceanside on Metrolink 605? I am currently driving due to this service reduction.

<BoardSecretary@scrra.net> Subject: [EXTERNAL] Metrolink Transportation Issues I am writing as a long-time rider to express serious concern regarding the proposed elimination of the 6:15 a.m. train and the possible reduction or elimination of service to Oceanside altogether. For many commuters traveling towards Los Angeles and surrounding areas into Orange County, the 6:15 a.m. train is not simply another departure option ? it is the train that makes commuting realistically possible. The current timing allows riders to arrive in Irvine around 7:15 a.m., giving commuters enough time to drive to nearby employment centers and arrive at work by 8:00 a.m. Eliminating this train would leave only the 4:15 a.m. and 5:15 a.m. departures, creating an unreasonable burden for working professionals and families. If restoring the 6:15 a.m. train is not feasible, I would respectfully ask Metrolink to consider adjusting the remaining departure times to better meet commuter demand. For example, combining or shifting the current 4:15 a.m. and 5:15 a.m. departures by 20?30 minutes later could provide a more practical schedule for riders while still maintaining service efficiency. Even a modest adjustment could significantly improve accessibility for commuters trying to reach Orange County employment centers by standard business hours. In addition, the discussion of reducing or eliminating Oceanside service entirely would have a major impact on riders who have relied on this route for years, and in many cases decades. Many of us have been loyal Metrolink riders for 10?15 years because we believe in public transportation as a practical alternative to worsening freeway congestion, rising fuel costs, and the increasing financial pressures facing Southern California residents. At a time when housing costs and gas prices continue to rise, reducing commuter rail access would force many riders back onto already congested freeways, increase commuting expenses, and make regional employment less accessible for <PublicRecordsRequest@scrra.net> Subject: [EXTERNAL] Better Service and More Frequent trains to CSUN/Northridge Hi I?m Sandra, I?m a student at CSUN and I would like to say that we need better service and more frequent trains to Northridge. The reason is because there many students who use the train to get here. I think that service and more frequent trains would really help the students as well as staff. Thank you for your time and we hope you guys take this into consideration. Sincerely, Sandra S
If you want to my service schedule, please do not also shorten the trains. We're overcrowded and seats are not available. If you want to put more people onto greater trains at least have the decency to do the math and add more cars m
When wil the regular schedule be restored? Is there an anticipated date when this reduced schedule will end?
Subject: [EXTERNAL] Possible service reductions and potential fare increases If you have not raised fares in the last 13 years, even with high inflation and significantly increased operational costs and you have completed new Metro Link locations in La Verne, CA. and Pomona, CA. you must have a volume of regular customers. You do not offer one day round trip tickets, so if you raise this ticket option by 15% we will be paying that increase X2! (due to our paying 15% to our destination and then 15% to return home) (this is insane) Please explain your logic with fewer trains during peak hours? So you wish more vehicles on the road during peak hours, more car congestion with the additional vehicles added to the already horrible congestion and folks paying these horrible gas prices? I thought the whole idea with the Metrolink option of travel was to get people out of their cars. Reduction during the day trains sounds more logical, but give us the stats. Late-night trains sounds more logical in reduction so why reduce peak hour trains? What are the stats for your decisions? You are
Tony upset that due to the FIFA games Amtrak will not be accepting the Metrolink monthly passes, which will cause him to purchase the more expensive Amtrak ticket if he wants to travel on the Amtrak on the Orange County line. Pax is upset that train that departed LAUS weekdays at 6:40pm and 9:40pm have been discontinued. Pax suggested that a train in the middle of the day should be discontinued instead of the last two night trains to Oceanside because people need to travel out of the Los Angeles area after work south to Orange County. Pax stated students also depend on this public transportation. Pax stated he does not understand why Metrolink makes decisions like this and that it "blows" his mind that passengers are not taken to considering knowing they want to travel to Los Angeles for the FIFA games and shouldn't have to pay more money to travel on Amtrak. Pax stated petitions are being signed about these service cuts and wanted to know when these trains would be back in service. Pax stated Metrolink is funded by the public and still has the funds to offer these trains and doesn't understand why they were cut before funds were depleted. Pax claimed if Metrolink has an agreement with Amtrak we need to talk to Amtrak and allow Metrolink monthly passholders to travel on Amtrak trains on Orange County line during the

Type	Classification: Classification Name	Day	Month	Year	Count
Complaint	Schedules	19	3	2026	1
Complaint	Schedules	19	3	2026	1
Complaint	Schedules	19	3	2026	1
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Complaint	Schedules	22	3	2026	1
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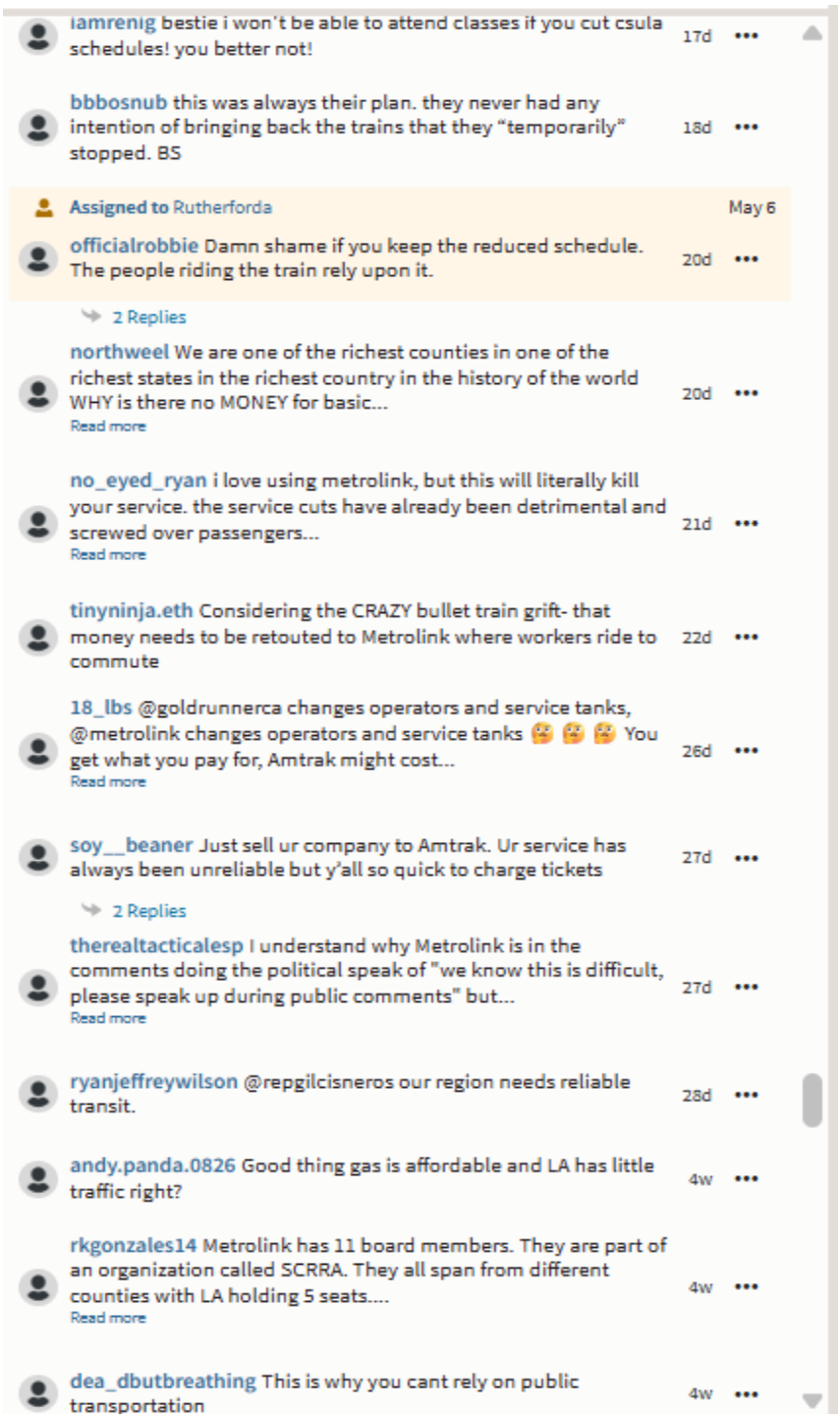
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Complaint	Schedules	20	5	2026	1
Complaint	Schedules	21	5	2026	1
Complaint	Schedules	30	5	2026	1


iamrenig bestie i won't be able to attend classes if you cut csula schedules! you better not! 17d
bbbosnub this was always their plan. they never had any intention of bringing back the trains that they "temporarily" stopped. BS 18d
Assigned to Rutherforda May 6
officialrobbie Damn shame if you keep the reduced schedule. The people riding the train rely upon it. 20d
2 Replies
northweel We are one of the richest counties in one of the richest states in the richest country in the history of the world WHY is there no MONEY for basic... Read more 20d
no_eyed_ryan i love using metrolink, but this will literally kill your service. the service cuts have already been detrimental and screwed over passengers... Read more 21d
tinyninja.eth Considering the CRAZY bullet train grift- that money needs to be retouted to Metrolink where workers ride to commute 22d
18_lbs @goldrunnerca changes operators and service tanks, @metrolink changes operators and service tanks 🤔 🤔 🤔 You get what you pay for, Amtrak might cost... Read more 26d
soy__beaner Just sell ur company to Amtrak. Ur service has always been unreliable but y'all so quick to charge tickets 27d
2 Replies
therealtacticalesp I understand why Metrolink is in the comments doing the political speak of "we know this is difficult, please speak up during public comments" but... Read more 27d
ryanjeffreywilson @repgilcisneros our region needs reliable transit. 28d
andy.panda.0826 Good thing gas is affordable and LA has little traffic right? 4w
rkgonzales14 Metrolink has 11 board members. They are part of an organization called SCRRA. They all span from different counties with LA holding 5 seats.... Read more 4w
dea_dbutbreathing This is why you cant rely on public transportation 4w

Resolved by Amber Peters — Apr 28

adrianpy Whoever is running @metrolink is trying to point the finger as always! The mechanical contractor doesn't have the contract to purchase parts and... 4w
Read more

5 Replies

thatoneguyiscool So just checking but - in addition to current service reductions, we also get potential future service reductions with potential fair increases… very... 4w
Read more

Assigned to Rutherforda — Apr 28

solarram_waters926 I unfortunately have to work during the time that public comment is. But rest assure this is going public because the lack of transparency from... 4w
Read more

3 Replies

Assigned to Leilanni Makoske — Apr 27

juzstdave This situation was entirely foreseeable. I anticipated that the disruption of this service would not be limited to just 7 weeks. These trains have... 4w
Read more

2 Replies

Assigned to Leilanni Makoske — Apr 27

mynamewasatypo It's sad. I was really liking it at first but with the reduced schedule and the high number of disruptions lately, Metrolink isn't a viable option... 4w
Read more

joseescarda 4w

Assigned to Leilanni Makoske — Apr 27

_heavydee_213 I been working at Dodgers stadium for 28 seasons and I always take the 1139pm to Downtown Burbank. Please help us Please bring them back 4w

View reply

jennycgroot 😜 4w

Assigned to Rutherforda — Apr 27

dj_blackmarket This is ridiculous. So many people rely on you guys. Fight for your funding. This is not ok. 4w

Assigned to Leilanni Makoske — Apr 27

511911b Cutting the oc line on weekends Before 8pm really messes alot of things up Nobody has the time to take the 460 and not e anywhere near where we need to be
Read less — 4w •••

2 Replies

Resolved — 7 days ago

twiztidducky Strongly worded letter being sent to your CEO this little experiment is a joke I knew it wasn't going to fix anything. Poor leadership I'll be contacting the office of @gavinnewsom to ask for a budget review
Read less — 4w •••

Assigned to Leilanni Makoske — Apr 27

lupeu82 @metrolink I had to go back to driving due to these changes. This is so disappointing what I thought was temporary is now permanent. More traffic,...
Read more — 4w •••

3 Replies

tutall223 Make Train 100 what it used to be? Before the M100 #GhostTrain A lot of people used to ride it? But Metrolink wanted uniformity? You guys could screw up a Wet dreem.
Read less — 4w •••

uneecron1 I thought it said "reduced fare" wishful thinking — 4w •••

areyes1979 Some of the trains don't show up at union station come the afternoon. Quite a few times leaving riders stranded or seeking alternative routes to get out of LA.
Read less — 4w •••

Resolved — 6 days ago

northridgerailfanner339 js why, why, your locomotives are horrible and you should've purchased the F125's in the first place — 4w •••

wardogkevin_ More money should go into transportation over killing brown kids for Israel overseas — 4w •••

View reply

jameslonero I call bullshit you design it to be useless and surprise it becomes useless for going somewhere unless a rich white business commuter with a car at the end station I still can't get effective service to Saddleback college and there is no connecting transit
Read less — 4w •••

benhunter621 Boo! 👎 4w •••

jasereyes Unacceptable CC: @mrsbrittan 4w •••

View reply

ieatfrydchykyn Bully @metrolosangeles, @goocta, @gosbcta, @therctc, etc. to maintain and increase funding to Metrolink, y'all 👀 🤞 🔥 4w •••

View reply

coastlinerailfan Don't worry guys I will give Metrolink 4 billion dollars to convert all of their locomotives to run on AAA batteries and then normal service will resume 4w •••
Read less

View reply

socal__railroad_furry Metrolink, as a fan you NEED more equipment!!! You can't keep going with just what you have you NEED to increase those numbers. 4w •••

2 Replies

christian.lietzow We were promised 30 minute frequencies on most lines by 2028. Now we are getting less frequent service. Unacceptable 4w •••

jennadewitt Nooo we need more! The way you become profitable is more, on a set schedule, throughout the whole day, including weekends. The same minute every two hours would be a great start for the IEOC and have your own tracks!!! 4w •••
Read less

sdrp6903 Coaster is now better then metrolink 4w •••

makeitwithcalvin I'm curious what the cause of the mechanical issues is? I have heard that it's because the newer Tier 4 equipment is more prone to breakdowns, and others say it's because of Biodiesel being sorta "gummy" inside the engines? Only asking since if the new equipment's not working, maybe it's time to demand CARB shut up, and let you get reliable equipment... 4w •••
Read less

emomicrowavedshark Cutting the 7 and 9 am AV lines going south is NOT due to lack of ridership, those trains are ALWAYS full, and those times were the ones many of us... 4w •••
Read more

tbrtbr3 Didn't they just reduce the fare and increase the frequency? 4w •••

Assigned to Rutherforda Apr 27

justafanoflad Cutting the 8:50 train eastbound on the SB line has screwed me over since I'll get out of work on evenings. More reductions would mean possibly no longer using metrolink. So many things about this is terrible. 4w •••
Read less

View reply

Resolved 6 days ago

leoshahbazin As a public service you should be fighting tooth and nail to secure the necessary funding to keep existing service and continually improve it. This... 4w •••
Read more

2 Replies

itsgoldenbinary Why cant you make another deal with Amtrak? 4w •••

dudebethdude Not even giving an estimated date for returning to normal service is just ridiculous, get it together 4w •••

2 Replies

so.sexy.sofia Can we at least get a date? Unprofessional 4w •••

sc.jjr Long story—short: go back to operating with Amtrak 4w •••

5 Replies

unofficial_jacob Cutting service will further hurt ridership and condemn Metrolink to a doom spiral of further reducing cuts in the future. Working class people who are getting pushed to live farther out from major jobs centers in SoCal will majorly affected. Saying your hands are tied now shows poor planning and lack of transparency to the public. At a minimum you shouldn't be giving in to austerity measures. 4w •••
Read less

therealemleezy A death spiral to kill Metrolink, got it. 4w •••

play.the.angel living in california is a daily humiliation ritual 4w •••

ja.eek.y So whats the end goal for commuters who use your trains for work? It's already an inconvenience to the cut service for the AV line losing the 9am... 4w •••

rivet_estimator How about that, you hire the cheap contractor to run and fix your trains, you can't run or fix trains. Should've gone with Amtrak. 4w •••

chill._.goose Or just get some new trains from GE like the p42 and the other one SC-44 4w •••

3 Replies

djblakenewkirk Yall are cutting service while the Pacific Surfliner is adding service and thriving 😭 4w •••

6 Replies

piusakayungdrank "Metrolink needs to be more like Caltrain" please personally write a letter to BNSF asking them to open up years of construction that won't solve the issue at hand. Electric or not, people in SoCal just would rather drive everywhere than take public transportation. 4w •••
Read less

kawinw23 Let the death spiral begin! 4w •••

View reply

everything.trains This is what you get for delaying my Z trains. I am inevitable 4w •••

owlbeakk I'm so sick of your crap 4w •••

nickistrackside Yup. Like we didn't see this coming. Everyone already knew this was the case when you said the schedule was "just temporary." Pathetic. 4w •••

daplasticedd Get new rolling stock or rebuild the locomotives 🤦 4w •••

View reply

roses.vinyl.pearls 😳 4w •••

el_copter Railfans who make videos for a living need trains and cool and rare catches will NOT be happy!! !!! 4w •••

el_copter Noooooo 4w •••

el_copter If they had not retired the F59PH F59PHI locomotives they would be completely fine! 4w •••

4 Replies

emililililililililia omg bro why cant you bums be more like caltrain 4w •••

conn0r225 Metrolink, please get your issues fixed. Cutting service is already bad enough, but now that you wanna reduce service even more? & increase fares??? This is a bad move Metrolink, reconsider your decisions, & fix the issues, don't make them worse. SoCal already doesn't have enough transit. If you cut back more, the residents will have less options 4w •••
Read less

spencer.ccc With the change in commuter habits after Covid, the only way I see Metrolink surviving is to focus more on recreational / tourist driven routes and timetables. Having two different lines to beach towns in 3 different counties and still failing as a transportation company is wild to me 4w •••
Read less

View reply

realjdill 😄 😄 😄 4w •••

Assigned to BojorquezA Apr 27

daneilrasjo @metrolink Reducing service and raising fares at the same time is one of the worst responses a transit agency can make in the current economic climate.

It hits riders from both directions. Many commuters are already dealing with higher costs for housing, food, and fuel. Increasing fares makes transit less affordable right when people depend on it the most. Public transportation is meant to be a reliable and accessible option, not something that becomes harder to use during tough times.

Cutting schedules makes things worse. Fewer trains mean longer wait times, overcrowding, and less flexibility for workers who depend on consistent service. For many riders, especially those with fixed or shift-based jobs, this can lead to missed work or added stress just getting to and from their jobs. 4w •••

When you combine higher fares with reduced service, it pushes people away from transit entirely. That leads to lower ridership, which can then be used to justify even more cuts or fare increases. It creates a cycle that weakens the system instead of stabilizing it.

Blaming supply chain issues without clear solutions or timelines also does little to build trust. Riders are being asked to pay more for less without understanding when or how things will improve.

In a time like this, the priority should be maintaining service and affordability to support riders and sustain the system, not making it less accessible. Looking forward to public comment.

stenokitzia Night trains; have them run not every hour. How about every 30 for college students taking evening/night class who live in East county and the IE? 4w

someswedeperson Surely your bid for alstom didn't go as planned… 4w

emvvehicles_8 Maybe take this as a sign to electrify your system and run electric trains eh 4w

10 Replies

desert_high_iron Surely this news will go over well in the comments 4w

Monica R If your having money issues to be unable to fix the mechanical issues, why dont you raise the prices a little so schedules can go back to normal? People rather pay more than be late to work. Also alternate transportation should be provided at all times if something goes wrong. The metro has shuttles to stops that replace the trains when there is construction or issues going on. People want alternate ways to get somewhere, not get stuck. 25d

Karl Dahlquist The county's toy train set ran out of money 27d

Allan Gilbert I'll just drive. 28d

Matthew Romine In light of the current situation, I believe a federal safety audit would be beneficial. 28d

Linda Rountree Metrolink



28d

Angel Zamora This is insane! Hopefully the locomotives are back in service sometime soon! Because I use to take M210 all the time! 4w

Philip I. Provencio City of Oceanside - Government is the city listening to these complaints? 4w

Gabriel Ibarra Claudia Silva 4w

Assigned to Leilanni Makoske Apr 27



Amanda Whitt It's pretty sad that I knew when this was announced the trains probably weren't coming back. You're not going to get more customers with spotty service. Who wants a train they can maybe kind of rely on sometimes? 4w •••

Read less

View reply

Assigned to Leilanni Makoske Apr 27



Carlos Mitchell Bring back AMTRAK to run Metrolink. This new company is not great. The quality of service has gone down drastically, even how they handle passengers with disabilities like myself.

If you can't rehire AMTRAK, have them train the current employees. 4w •••

Read less

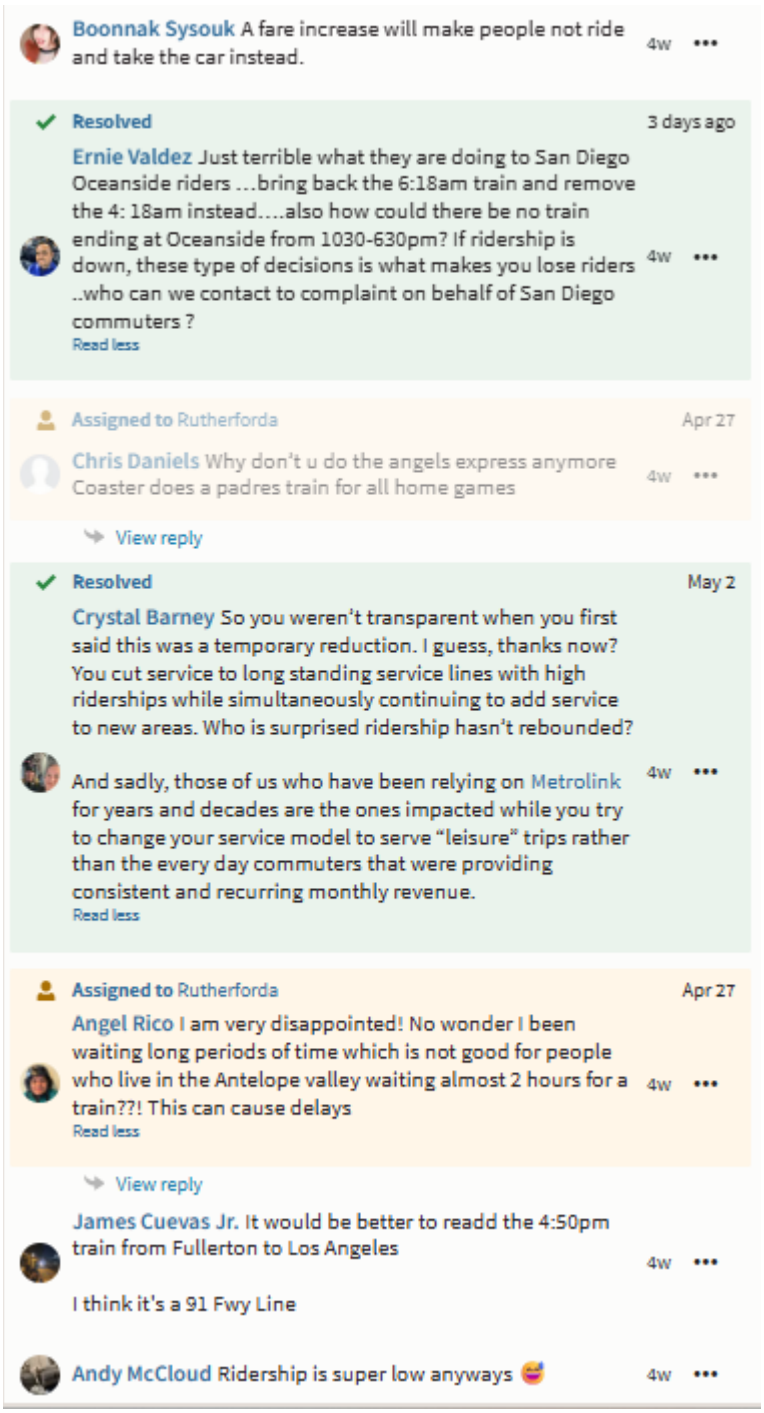
2 Replies

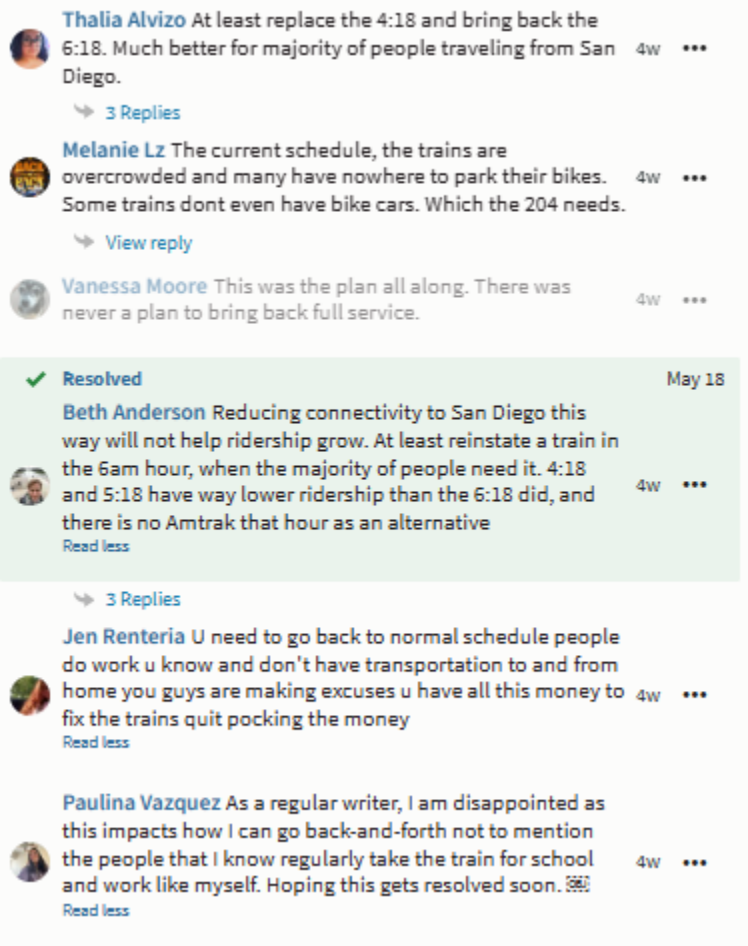


Melissa Nol They lied when they canceled trains last time saying the trains were hardly used by riders. One they canceled was always packed with people. It's about their bottom line. So don't believe them when they say our comments and feedback matter 4w •••

Read less


Tracy Mitchell @kyeaine · Apr 28
That sucks, this reduced schedule has me late to work everyday 😫
1
3
194
Metrolink @Metrolink · Apr 28
We know this is a difficult situation and appreciate you sharing your thoughts. Beginning May 1, you'll have the opportunity to provide feedback through a formal public comment period. Learn more here: metrolinktrains.com/schedule-update.^AR
155
Darren Jones @darrenjonesoc · Apr 27
I don't think the financial challenges were discovered after the maintenance/reliability issues that created the schedule adjustments six weeks ago. Financial challenges have been there...and ignored, until they couldn't be any longer.
342
valkyrie 💤 @crystarius · Apr 27
You say you're being "transparent" but you're also not talking about what's going on. "Ummm we need more money and some stuff is broke" is not an answer. What do you need fixed? How do you intend on fixing it? How much do you need to fix it, and where is that number coming from?
303
limonadier rei :-) @chemdawgrei · Apr 27
you all need to be fired and arrested for this IMMEDIATELY
202


Boonnak Sysouk A fare increase will make people not ride and take the car instead.
4w
Resolved
3 days ago
Ernie Valdez Just terrible what they are doing to San Diego Oceanside riders ...bring back the 6:18am train and remove the 4: 18am instead....also how could there be no train ending at Oceanside from 1030-630pm? If ridership is down, these type of decisions is what makes you lose riders ..who can we contact to complaint on behalf of San Diego commuters ?
Read less
4w
Assigned to Rutherforda
Apr 27
Chris Daniels Why don't u do the angels express anymore Coaster does a padres train for all home games
4w
View reply
Resolved
May 2
Crystal Barney So you weren't transparent when you first said this was a temporary reduction. I guess, thanks now? You cut service to long standing service lines with high riderships while simultaneously continuing to add service to new areas. Who is surprised ridership hasn't rebounded?
And sadly, those of us who have been relying on Metrolink for years and decades are the ones impacted while you try to change your service model to serve "leisure" trips rather than the every day commuters that were providing consistent and recurring monthly revenue.
Read less
4w
Assigned to Rutherforda
Apr 27
Angel Rico I am very disappointed! No wonder I been waiting long periods of time which is not good for people who live in the Antelope valley waiting almost 2 hours for a train??! This can cause delays
Read less
4w
View reply
James Cuevas Jr. It would be better to readd the 4:50pm train from Fullerton to Los Angeles
I think it's a 91 Fwy Line
4w
Andy McCloud Ridership is super low anyways
4w



After reviewing the comments, the audience response was overwhelmingly negative and emotionally charged, with several recurring themes appearing consistently throughout the discussion.

Top Audience Concerns

1. Fear That "Temporary" Service Cuts Will Become Permanent

This was the single most common concern. Many commenters expressed distrust that service would ever fully return, referencing prior reductions they believe never recovered.

Examples included:

- "This was always their plan."
- "There was never a plan to bring back full service."
- "I knew the trains probably weren't coming back."

The audience perception is that Metrolink is gradually shrinking service rather than restoring it.

---

2. Reduced Reliability Is Pushing Riders Back to Driving

Many riders stated directly that they had already returned to driving because they no longer view the system as dependable.

Common frustrations:

- Missed work or class due to schedule gaps
- Longer wait times
- Fewer evening trains
- Inconsistent operations
- Loss of flexibility for commuters

Several comments explicitly said:

- “I’ll just drive.”
- “This is why you can’t rely on public transportation.”
- “Metrolink isn’t a viable option anymore.”

This indicates a serious erosion of trust in transit reliability.

---

3. Riders Feel Working-Class and Transit-Dependent Users Are Being Ignored

A strong emotional undercurrent throughout the comments was that the people most harmed are daily commuters, students, service workers, and riders without alternatives.

Specific pain points mentioned:

- Difficulty getting home from late shifts
- Inability to attend evening college classes
- Long gaps in service for Antelope Valley and San Diego riders

- Lack of connections to jobs and schools
- Overcrowding on remaining trains

Many framed the cuts as disproportionately impacting people who depend on transit rather than occasional riders.

---

4. Anger Over Reduced Service Combined With Potential Fare Increases

A major frustration was the idea of paying more while receiving less service.

Commenters repeatedly criticized:

- Reduced schedules
- Discussions of financial hardship
- Rumors or fears of future fare increases

The audience reaction was essentially:

“Why would riders accept worse service for higher costs?”

Several commenters warned this would drive away remaining riders and create a “death spiral” of declining ridership and further cuts.

---

5. Lack of Transparency and Poor Communication

Many commenters felt Metrolink was not being fully honest about:

- The severity of the mechanical issues
- Financial problems
- Timeline for recovery
- Whether service restoration is actually planned

A repeated criticism was:

- “No timeline.”
- “No transparency.”
- “You said this was temporary.”

People wanted clearer explanations, accountability, and concrete dates rather than generalized statements.

---

6. Concerns About Equipment, Maintenance, and Leadership Decisions

A sizable portion of comments focused on operational competence and equipment reliability.

Recurring complaints included:

- Not enough locomotives or railcars
- Mechanical failures
- Aging equipment
- Decisions to retire older locomotives
- Contractor/vendor criticism
- Questions about maintenance practices

Some commenters compared Metrolink unfavorably to:

- Amtrak
- Caltrain
- Pacific Surfliner
- Coaster

There was also visible nostalgia for prior operations under Amtrak.

---

7. Specific Corridor and Schedule Complaints

Certain lines and time slots were repeatedly mentioned:

- Antelope Valley Line
- Orange County Line
- Inland Empire/OC Line
- San Bernardino Line
- San Diego service

Most common complaints:

- Missing late evening trains
- Reduced weekend frequency
- Long gaps between trains
- Poor timing for workers and students
- Overcrowding on remaining trips

The strongest frustration centered around cuts to trains people considered essential for commuting home from work.

---

8. Audience Believes Reduced Service Will Hurt Ridership Long-Term

Many commenters argued the strategy is counterproductive:

- Reduced frequency makes transit less useful
- Less useful transit reduces ridership
- Lower ridership justifies future cuts

Several users specifically referenced the promise of future 30-minute frequencies and contrasted that with current reductions.

The audience perception is that the agency is moving backward rather than building toward a more robust regional rail system.

Overall Sentiment

The overall tone was:

- Frustrated
- Distrustful
- Discouraged
- Emotionally reactive

The comments suggest the audience is not merely upset about inconvenience — many riders feel anxious about losing dependable mobility entirely.

The strongest emotional drivers appear to be:

1. Loss of trust
2. Fear of permanent decline
3. Feeling unheard or deprioritized
4. Concern that transit-dependent riders are carrying the burden of operational problems

One important observation: despite the negativity, many comments also reveal that riders deeply value the service and rely on it heavily. Much of the anger appears rooted in fear of losing something they consider essential.

Survey Statistics Report

	Count	Completed / Started
Completed	1522	87.67%
Terminates	38	
Incompletes	214	
Total Responses	1736	

SCRRA (Metrolink)
Manager Community Relations · 11 May

Metrolink is facing significant financial pressure due to rising costs and reduced operating funding. As we assess our financial outlook, we are evaluating service reductions and a potential fare increase, which could take effect as early as October. ... ... see more

Posted to **Subscribers of SCRRA (Metrolink)**

118 346 · 113,051 Impressions

Kevin K. 2w · North End
Fuel prices will keep going up. How about electrifying the tracks.
8 Reply Share 8

Ed V. 2w · Encinitas Estates
Kevin We have power brown outs now, where do you think you're gonna get the power?
25 Reply Share 25

Kevin K. 2w · North End
Ed we haven't had brown outs in years, besides the trains would run on different circuits.
16 Reply Share 16

Ed V. 2w · Encinitas Estates
Kevin Again, where's the power coming from?
10 Reply Share 10

Lidia B. 2w · Mills East
Ed but they want us to do away with gas dryers, do away with gas water heaters, do away with gas stoves!! it's insane!
23 Reply Share 23

Kevin K. 2w · North End
Ed DWP in LA, Edison in SB. Unless Metrolink makes deals with other providers.
Don't you think Edison will invest the money in more generating capacity, if they know Metrolink will be a big customer bringing in profits?
2 Reply Share 2

Brian A. 2w · Edited · Heritage Village
Ed from 2024: https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2024-total-system-electric-generation

How much do you think electric trains use? LA metro already has electrified trains...

Caltrain is putting back energy whenever trains brake.
2 Reply Share 2

Cheri B. 2w · Old Town
Kevin I think it would be a massive cost to convert to electric. And how do you think that cost would be covered? Probably by even bigger increases in fares and bigger cutbacks on service. And I can't help but wonder about the hazards of electric rails.
4 Reply Share 4

Kevin K. 2w · North End

Cheri it would be an investment, but operating costs would be lower over time.
Power would come from a catenary over the trains, no more hazards than anywhere else in the world.

♡ 4 Reply Share 4

Cheri B. 2w · Old Town

Kevin Thank you. I honestly didn't know.

♡ Like Reply Share

Wolf H. 2w · Lake Mission Viejo

Cheri Yes, electric trains are used all over the world with huge energy savings and reductions in pollution. They are also quieter and much faster than the outdated chu chu trains used around here. However, the US will never catch up. There is just no will to modernize anything ever since people decided the focus should go to Wall Street and the "service economy".

♡ 12 Reply Share 12

Ed V. 2w · Encinitas Estates

Lidia That is insane!

♡ Like Reply Share

Randy S. 2w · Villa Playa Del Cortes

Train and bus services are not immune from price increases. Raise the prices a reasonable amount to cover the costs.

♡ 3 Reply Share 3

David G. 2w · N El Camino

Kevin don't see why they don't Chicago has them

♡ 2 Reply Share 2

Kevin K. 2w · North End

David so does New York.

♡ 1 Reply Share 1

Daniel M. 2w · Paseo Del Sol

Lidia right wing bs talking points. Yes, gas is toxic in the home. They just want to transition the new builds. I still have gas. No one is taking it away. There is no shortage of power.

♡ 3 Reply Share 3

Steve E. 2w · North East Fullerton

Kevin Metro link does not own a lot of the rails they run on. Who would pay for the conversion? What would Union Pacific and BNSF feel about having to deal with this? Plus it's not just fuel that's going up.

♡ 4 Reply Share 4

Kevin K. 2w · North End

Steve you are right, but they could start with the lines they do own.

♡ Like Reply Share

Bob B. 2w · Yucaipa-Calimesa S/W Div

Lidia not only that riding lawnmowers . Push mowers, weed eaters...

♡ Like Reply Share

Juan C. 2w · Shadybend

Cheri, Caltrain in the Bay Area just electrified and had no problems

♡ 1 Reply Share 1

Juan C. 2w · Shadybend

Cheri, Caltrain in the Bay Area just electrified and had no problems.

♡ 1 Reply Share 1

SCRRA (Metrolink) 1w · Author · SCRRA (Metrolink)

Kevin Metrolink owns the trains it runs-that is about it

♡ Like Reply Share

David H. 1w · East Claremont Lindbergh

Kevin ?

♡ Like Reply Share

Kevin K. 1w · North End

Doesn't Metrolink own the San Bernardino line? No other trains run on the tracks.

♡ Like Reply Share

SCRRA (Metrolink) 1w · Author · SCRRA (Metrolink)

Kevin Metrolink does not own the San Bernardino line and freight trains run on the SB line

♡ Like Reply Share

SCRRA (Metrolink) 1w · Author · SCRRA (Metrolink)

Kevin correction-Metrolink does own the line from LAUS to Claremont, the rest of the line is owned by the freights

♡ 2 Reply Share 2

Kevin K. 1w · North End

Thanks! Good to know.

♡ Like Reply Share

Kevin K. 1w · North End

SCRRA follow up question, when you say " Metrolink owns the line from LAUS to Claremont", are you referring to the right-of-way, or the tracks? I see trains running through freight railroad property in SB, but I never see freight and Metrolink share tracks. That's why I'm asking if Metrolink owns the tracks and rent space on freight right-of-way.

♡ Like Reply Share

Lorraine S. 1w · Alta Murrieta

Kevin oil (fossil fuels) are used to produce Electricity.

♡ Like Reply Share

SCRRA (Metrolink) 1w · Author · SCRRA (Metrolink)

Further corrections: Metrolink doesn't officially own any tracks. We are the railroad of record that performs all railroad services for the member agencies. The actual land is owned by the following member agencies:

- LAUS to Claremont is owned by Metro
- Montclair to Redlands is owned by SBCTA
- Perris South to Riverside/Hunter Park by RCTC
- Fullerton to Oceanside by OCTA
- Los Angeles to Lancaster by Metro
- Los Angeles to Chatsworth by Metro
- Chatsworth to Moorpark by VCTC

♡ Like Reply Share

David K. 2w · Meredith Terrace

Interesting - higher ticket prices could lead to fewer riders, thus a cat 22.

♡ 20 Reply Share 20

Lidia B. 2w · Mills East

David are they even allowed to kick people off that don't have tickets in this soft state? When I rode the Metrolink over 10 years ago to work and back those people that couldn't show their tickets when asked were kindly escorted off the train the next stop.

♡ 23 Reply Share 23

B Brian A. 2w · Heritage Village

Lidia They still do...

♡ 3 Reply Share 3

K Kevin K. 2w · Edited · North End

Lidia I took FlyAway and Metrolink from LAX to Redlands last week. Conductor was checking tickets as soon as we left Union Station. One guy, probably homeless with lots of plastic bags tried to show his TAP card. Conductor told him it was no good and kicked him off the train at the Cal State station.

♡ 16 Reply Share 16

Tana D. 2w · Ocean Park NE

David maybe if people just paid the fare it wouldn't be a problem. It is cheaper to employ people to monitor control fare payment than to do any of the things they are suggesting

♡ 3 Reply Share 3

David G. 2w · N El Camino

Lidia yes they can

♡ 2 Reply Share 2

E EVAMARIE R. 2w · Heritage Village

David Exactly.... With gas prices, more and more people are relying on trains.... If those prices go up, too, people will be doubly screwed.

♡ Like Reply Share

R Rickey W. 2w · Charter Oaks Best

Lidia

♡ Like Reply Share

SCRRA (Metrolink) 2w · Author · SCRRA (Metrolink)

Lidia still happens. Non-ticketed passengers are removed at the next station stop.

♡ Like Reply Share

Craig C. 2w · Malaga · Palermo · Mallorca

Manager Community Relations If you believe that, I have a bridge over Lake Havasu I will sell you

♡ 2 Reply Share 2

Chad W. 2w · Southeast Pasadena

no

♡ 1 Reply Share 1

M Mike S. 2w · Michigan Park

Most city bus/train systems never come close to breaking even. Its all the taxpayers paying for 3-5% of the populations travel. We could buy or pay for drivers for everyone for way cheaper!

♡ 21 Reply Share 21

Raymond R. 2w · Charter Oaks Best

Mike You speak the truth.

♡ 6 Reply Share 6

Brian A. 2w · Edited · Heritage Village

Mike Have you've done the math on that? It doesn't seem that would pencil out period. And the point of mass transit is to have less traffic, not individual vehicles clogging everything up.

♡ 9 Reply Share 9

Mike S. 2w · Michigan Park

Brian 2026 budget
is 9.4 Billion. 175m a year in revenue. About 900k riders per day most riders go to and from work so 600k ish? Population of LA County is about 10m.

♡ Like Reply Share

Brian A. 2w · Heritage Village

Mike What is the cost of hiring independent drivers and their vehicles to transport that many people to the same location every day?

♡ Like Reply Share

Cheryl C. 2w · Clark Community East

Mike and give some legitimate jobs to some

♡ Like Reply Share

Mike S. 2w · Michigan Park

Brian cheaper than billions of dollars every year for the past 33.

♡ Like Reply Share

Brian A. 2w · Edited · Heritage Village

Mike How? There's way more costs and energy used to move one person individually in a car.

♡ 1 Reply Share 1

Mike S. 2w · Edited · Michigan Park

Brian more cost than a quarter trillion dollars? No way. They started way to late just like downtown LA . LA went out instead of up building like most older big cities and now room to build needed infrastructure

♡ Like Reply Share

Brian A. 2w · Heritage Village

Mike A quick comparison would be Lyft or Uber during rush hour. Bet it would more than triple the cost.

♡ 2 Reply Share 2

Jeff M. 2w · Solana Beach East of 5



♡ 37 Reply Share 37

Lidia B. 2w · Mills East

Jeff lol 😍 love it!

♡ 5 Reply Share 5

Dana S. 2w · Westside Palmdale
Jeff 🤣🤣🤣 best thing all day 🤣🤣
♡ 4 Reply Share 4

Douglas W. 2w · Vincent Heart
Jeff priceless 🤣
♡ 3 Reply Share 3

Kim Z. 2w · Lower Hollywood Riviera
Jeff 😂😂😂😂
♡ Like Reply Share

Kim Z. 2w · Lower Hollywood Riviera
Jeff boondoggle
♡ Like Reply Share

Angelina N. 2w · Edited · Olde Del Mar
Nctd down here in San Diego wants to raise ticket further for the same reasons, yet want to increase ridership. Same financial issues. This won't raise ridership, because even with the train schedule we have today, ridership hasn't gone up since before Covid , Need to find ways to cut the fat, like big government needs to do. Same issues, too many layers of bureaucracy and too many comfortable lifetime workers just collecting a paycheck. Should be privatizing then it would be gutted and make a profit so you could increase profits and deliver a better rider experience, with increased train service.
♡ 20 Reply Share 20

Kevin K. 2w · North End
Angelina public transit doesn't make profit anywhere in the world, it's a service provided by the government.
If you privatize it, then the goal of the organization is to make profit, not provide service to people. End result is some people get rich, and the service will be shut down as unprofitable. Taxpayers, as usual, will be the losers.
♡ 14 Reply Share 14

Bryan C. 2w · Antelope Valley
Angelina if we privatize the prices will go through the roof
♡ 3 Reply Share 3

Angelina N. 2w · Olde Del Mar
Bryan I tend to agree with you...but privatizing means they won't have layers of bureaucracy like government. If they are public there is better oversight. They control their expenses better based on revenue. I don't see any govern't agency controlling hiring more people than they need, and spending like crazy...Their answer is to raise our taxes instead of running their organization more efficiently. I know it would probably have to be subsizided if the numbers don't work...to keep the fares low..but the expenses would be kept in check...just some thoughts...
♡ 2 Reply Share 2

Jon S. 2w · Yucaipa-Calimesa S/W Div

But yet California officials won't temporarily stop the gas tax but the federal government is going to stop their federal tax which is $0.18 now of California would you theirs be close to a dollar back we get but no they won't do it for the people of California and if they tell you it's because it's to repair the roads come on everybody knows they're not using that money for repairing the roads they're using it on the bullet train for the homeless and who knows what else

♡ 27 Reply Share 27

Page N. 2w · RSM North

Jon I'm thinkin it's just Newsom that stopping a pause on gas tax.

♡ 14 Reply Share 14

Brian A. 2w · Heritage Village

Jon stopping the gas tax doesn't affect the supply of gas. So like every state that has suspended their gas tax, the prices went up regardless.

♡ 6 Reply Share 6

Jon S. 2w - Edited · Yucaipa-Calimesa S/W Div

Page no the Democratic politicians running for governor and mayor all but one said no they would not stop the gas tax temporarily

♡ 1 Reply Share 1

Jon S. 2w · Yucaipa-Calimesa S/W Div

Brian yeah it does it would be a dollar less if they rescinded the gas tax in California with the Federal

♡ 6 Reply Share 6

Brian A. 2w · Heritage Village

Jon and who's gonna pay for road maintenance? The federal one is a bad idea just from the amount of skyrocketing debt the US has.

♡ 6 Reply Share 6

Jon S. 2w · Yucaipa-Calimesa S/W Div

Brian come on everybody knows they're not even using the money on the roads that's a lie they use it for everything else their slush fun

♡ 9 Reply Share 9

Bob K. 2w · Villa Acres

Brian What road maintenance? It's terrible all the pot holes. Drive on Jamboree in Irvine / Tustin, all the lanes have pot holes!

♡ 7 Reply Share 7

Brian A. 2w · Heritage Village

Bob Then complain to your city hall. Half of the tax funds are funneled to local governments.

♡ 2 Reply Share 2

Brian A. 2w · Heritage Village

Jon Do you have evidence of that?

♡ Like Reply Share

David H. 2w · East Clairemont Lindbergh

Jon The "Green" they're talking about is $$

♡ Like Reply Share

D David H. 2w · East Clairemont Lindbergh ···

Jon The "Green" they're talking about is $$

♡ Like ◯ Reply ⇗ Share

D David H. 2w · East Clairemont Lindbergh ···

Page It's the entrenched super majority = democrats

♡ 5 ◯ Reply ⇗ Share 5

D David H. 2w · East Clairemont Lindbergh ···

Brian Yes refer to Jon S. Comment

♡ 1 ◯ Reply ⇗ Share 1

C Chet C. 2w · Carson Park LB ···

Jon, and when the price does not go down a whole dollar and the fuel distributors pocket the extra "profits"; then what?

♡ 1 ◯ Reply ⇗ Share 1

Stacey M. 2w · Wild Rose ···

Jon since the feds are the cause of the price increase that seems appropriate

♡ Like ◯ Reply ⇗ Share

D Dani J. 1w · 170th St E ···

Jon have you seen the price for a bullet train ticket? Don't think homeless will be able to afford it.

♡ Like ◯ Reply ⇗ Share

L Lorena A. 2w · Horsemans Row ···

The public transportation is too dangerous for me to use.

♡ 22 ◯ Reply ⇗ Share 22

D David H. 2w · East Clairemont Lindbergh ···

Lorena Yep, it works for some but not all

♡ 2 ◯ Reply ⇗ Share 2

Ryan R. 2w · Nutwood ···

Lorena metrolink is incredibly safe

♡ 5 ◯ Reply ⇗ Share 5

Melissa L. 2w · Promenade ···

I provided comments. I wonder if they could reduce the # of train cars to match average ridership, thereby reducing fuel costs. I have been on trains that are moderately crowded (never full), but I've also been on trains that are 4 to 6 cars long with almost no passengers. Feels like that could perhaps be optimized.

♡ 19 ◯ Reply ⇗ Share 19

Cynthia M. 2w · Bloomington ···

Melissa that is good, less train cars 👍.

♡ 6 ◯ Reply ⇗ Share 6

C Colleen B. 2w · South Oceanside ···

And they wonder why we all have cars.

♡ 12 ◯ Reply ⇗ Share 12

J Jeff Y. 2w · Highland Groves ···

Let those that ride pock up the tab . I don't want a 3 dollar ticket fare for a ride that costs tax payers 50 bucks if it dosent pencil out shut it down I don't need metro link don't waste my money

♡ 11 ◯ Reply ⇗ Share 11

Kevin K. 2w · North End

Jeff I ride the train whenever I can. I don't want my tax dollars to go support roads that I don't use, put toll booths everywhere, and let drivers pay for road repair.

♡ 16 Reply Share 16

Trish C. 2w · Via Playa

Kevin This is true for many things we pay for and don't use. I haven't had a fire or called the police, and I don't have children in school, use food stamps or Medi-Cal, and I don't take a train, etc. Drivers do pay for roads in their car registration and gas tax.

♡ 13 Reply Share 13

Conor D. 2w · American Oaks

Trish The USPS doesn't have to be profitable. The bus system doesn't need to be profitable.

♡ 2 Reply Share 2

Trish C. 2w · Via Playa

Conor USPS is definitely not profitable.

♡ Like Reply Share

Haylie P. 2w · West Athens

Jeff there are people that ride Metrolink to get to and from the work. So shutting it down completely is not a viable solution. I work with a lot of people who commute from San Diego to LA for work if they shut it down completely they're either going to have to move or drive 4 1/2 hours to get to and from work.

♡ Like Reply Share

Ron L. 2w · Edited · Hillside

Haylie Please explain why these people who live in San Diego and commute to LA for work need to be subsidized by 'we' the taxpayer? It was a choice to take the job in a specific location. It is interesting that state 'gubermint' is pushing for 15min cities while pandering for more metro money via our taxes. They NEVER met a tax that they didn't like...and a majority of the people who vote for the same people expecting a different outcome are rallying for the bullet train that robbing CA blind.

♡ Like Reply Share

Haylie P. 2w · West Athens

Ron because they are utilizing their tax dollars as well. Metrolink is funded by federal grants, local government, county level agencies and fare revenue. It seems like (my opinion) Metrolink is trying to get more funding from other agencies but it's not working. So the people who need it and use it regularly for work are getting the short end of the stick. Per usual. Metrolink was created to be a commuter rail to link LA to other cities throughout Southern CA.

♡ Like Reply Share

Ron L. 2w · Edited · Hillside

Haylie "So the people who need it and use it regularly for work are getting the short end of the stick. Per usual." in your explanation funding is coming from all tiers of government to which we already pay. I am not understanding why a user for the specific purpose of work needs to be 'further' subsidized by local taxpayer?

♡ Like Reply Share

Brian A. 1w · Heritage Village

Ron Because it takes those people off the road. And roads don't pay for themselves either.

♡ 1 Reply Share 1

Sandra M. 2w · Rancho Del Oro Village 1

Metrolink is future planning. As our cities have more and more high rises, fewer rural areas, less available parking even in dense dwelling areas, people will have no choice but to take public transportation. Especially when vehicle monitoring takes full force in 2027. It may take longer to get to work but an extra hour or two will eventually seem normal.

♡ 9 Reply Share 9

Kathleen E. 2w · Beckford PR

Sandra Removing "Choice," is the far-left's mantra. (In my personal and unaffiliated opinion.)

♡ 11 Reply Share 11

David H. 2w · East Clairemont Lindbergh

Kathleen Yep forced with mandates.

♡ 6 Reply Share 6

Franklin F. 2w · Diamond Bar/Brea Canyon

David r re

♡ 1 Reply Share 1

David H. 2w · East Clairemont Lindbergh

Franklin ?

♡ Like Reply Share

Leigh J. 1w · Linda Way

Sandra being forced to do something unsafe and difficult? No thanks.

♡ Like Reply Share

Laura F. 1w · Community Park

Sandra I love taking the buses in ventura and Oxnard and have never felt unsafe at all. Not even a moment. I've taken Amtrak places to and not Felton safe either. I've only tried the Metrolink once but I hope to do much more of it when I can go traveling more. Has anyone taken the zephyr train with Amtrak from San Francisco to Chicago? I want to get a sleeper car in 2027 around this time and do that trip. It's a one-way ticket I'll buy and then on the way back I'll hop on and off

♡ Like Reply Share

Nes A. 2w · Via Marina

This is the most affordable way of transportation but not being utilized by the public because it involves walking and for most that's difficult to do

♡ 5 Reply Share 5

Audrey S. 2w · Granada Hills Dev Woodley

Nes - and it's not safe. I used to ride the red and blue lines, but no more.

♡ 1 Reply Share 1

SCRRA (Metrolink) 2w · Author · SCRRA (Metrolink)

Audrey the red and blue lines are Metro, not Metrolink. Two different systems. The red and blue lines are inter-city lines, Metrolink is regional and has a conductor on all trains and a security guard on many.

♡ 2 Reply Share 2

Laura F. 1w · Community Park

Nes yeah, we're so used to not walking. Even people who are able-bodied don't really walk in California. Other places of the world. They walk all over the place

♡ Like Reply Share

THAD F. 2w · Baldwin NHOA

Mismanagement always results in higher fares.

♡ 11 Reply Share 11

David H. 2w · East Clairemont Lindbergh

THAD Yep and more adgenda driven government = more $$

♡ 5 Reply Share 5

Jason S. 2w · Canyon View Estates

THAD pay more. less service. Makes sense. CA

♡ 2 Reply Share 2

THAD F. 2w · Baldwin NHOA

Jason As Cronkite used to say "and that's the way it is":.

♡ Like Reply Share

Kathleen D. 2w · Lynn Ranch

I rode metrolink from Burbank airport a few weeks ago. The train was not crowded during peak commuter time. I noticed people using it to commute to their jobs as well as one timers such as myself. I recommend keeping it affordable for the commuters by way of a weekly or monthly pass that is affordable (may already exist). And increase the people using it occasionally.

♡ 10 Reply Share 10

Joel S. 2w · Reche Canyon Rd

Kathleen I agree, makes sense. Don't shut it down because you don't ride it, it would harm those people that can't afford cars, gas, insurance. If it's convenient, more people should use it even if you have to walk a few blocks.

♡ 7 Reply Share 7

Regina U. 2w · College Park

Good I'm sick of the horns

♡ 3 Reply Share 3

Mike S. 2w · Michigan Park

Regina unfortunately we have drug addicts that live next to the tracks and people/drivers that cant follow crossing rules. Thats the reason for the horns. Lack of common sense.

♡ 3 Reply Share 3

SCRRA (Metrolink) 2w · Author · SCRRA (Metrolink)

Mike the horns are required by FRA rules, it is not a decision made by Metrolink or any other train line. Unless a municipality is willing to comply with the requirements imposed by the FRA and willing to pay for those improvements, the rules require honking 1/4 a mile before a crossing, through a crossing and coming into and out of a station, regardless of the time of day.

Like Reply Share

D David H. 1w · East Clairemont Lindbergh

Regina Oh brother I think they missed your point especially manager community relations

Like Reply Share

C Cindy D. 2w · Hollywood Village

and yet....there was money to build more metro lines....how is that possible?

4 Reply Share 4

K Kevin K. 2w · North End

Cindy aren't you glad that the lines were built? If they didn't exist, the people riding them would be in front of you with their cars on the freeway.

7 Reply Share 7

M Mike S. 2w · Michigan Park

Cindy its tax payer funded. There is plenty of money. Oops

1 Reply Share 1

SCRRA (Metrolink) 2w · Author · SCRRA (Metrolink)

Cindy Metrolink and Metro are two very different agencies. Metro runs the inner-city light rail and buses. Metrolink is heavy rail and runs train from outside Los Angeles County to Union Station. Their funding structure is very different.

6 Reply Share 6

B Brian A. 2w · Edited · Heritage Village

Cindy Metro and Metrolink are separate entities. LA county voters approved an additional tax to fund those lines. Metrolink is a regional rail entity comprised of multiple counties.

5 Reply Share 5

David G. 2w · N El Camino

Kevin imagine if people used trains for work that could it would help with traffic if Chicago trains were used like here drives would take forever

Like Reply Share

Haylie P. 2w · West Athens

Cindy federal government funding plus there's a portion of sales tax and I believe gas tax that's used to fund public transit in in LA county.

Like Reply Share

Juan C. 2w · Shadybend

Cindy This is METROLINK not Metro rail. There is a difference. Different agency.

Like Reply Share

Sean N. 2w · Koreatown South

Maybe wait until people are actually using it before you give them reasons not to use it...

♡ 2 Reply Share 2

Kathleen E. 2w · Beckford PR

There is a segment in CA society that think public transit should be "FREE," for the "working class." Don't we all work? AND, if WE work, WE pay taxes...we also pay the bill for those who want "FREE," rides.

♡ 4 Reply Share 4

Kevin K. 2w · North End

Kathleen free public transit is a terrible idea. In a place like LA homeless people would use transit vehicles as their homes.

♡ 16 Reply Share 16

Brian A. 2w · Edited · Heritage Village

Kathleen there's always fringe beliefs. On this comment section, you have people believing that their tax money should only be used for things that benefit them personally. Of course they don't take into account the intangible benefits of having fewer people on the road because those people take mass transit.

♡ 5 Reply Share 5

Joel S. 2w · Reche Canyon Rd

Kathleen I'm tired of "free"
You should work for everything. The level of people that receive assistance is astonishing. I am all for giving a struggling person a hand out but to make it a lifestyle is outrageous. Every taxpayer should protest that, it's out of control!!!

♡ 8 Reply Share 8

David H. 2w · East Clairemont Lindbergh

Here we go again

♡ 2 Reply Share 2

william r. 2w · S El Camino

Bloated administration. Take a pay cut and lose some managers.

♡ 11 Reply Share 11

Juan C. 1w · Shadybend

william not true. They run on the cheap. The board dont get a salary.

♡ Like Reply Share

william r. 1w · S El Camino

Juan Most boards do not get a salary. It is management.

♡ Like Reply Share

Michael H. 2w · San Carlo

It's such a shame that this country is all about throwing money at the military and not wanting to pay taxes.

♡ 12 Reply Share 12

Tom M. 2w · The Coast

Michael How else are we going to fight wars that drive up inflation and can't be won?

♡ 6 Reply Share 6

william r. 2w · S El Camino

Tom Inflation? It is not up. Quite the contrary. It is hovering around 3%, down from 9% in 2022.

♡ 6 Reply Share 6

Tom M. 2w · The Coast

william As long as you don't look at the rate from Feb of last year to March, everything is fine. Tomorrow the CPI for April comes out at 5:30 am, I suggest you don't look at news and keep those rose colored glasses on.

♡ 5 Reply Share 5

william r. 2w · S El Camino

Tom The bogey man comes out tomorrow. Do you have a preview? You should short the market.

♡ Like Reply Share

Tom M. 2w · The Coast

william The projection for tomorrow on the street is 3.7%.

♡ 1 Reply Share 1

william r. 2w · S El Camino

Tom So if it comes in higher, sell, if it come in lower buy. That's what the street says. At least on my block.

And, it will be primarily driven by gas/energy, which the market already knows. If other areas are the same or down or slightly up, nothing will happen. Yawn.

♡ Like Reply Share

James P. 2w · Village at The Park

william CPI measures the rate of change in prices, not price levels. To compare current inflation to a Covid and Russo-Ukrainian inflation spike at a fixed point in time is disingenuous and comparing apples to oranges.

♡ Like Reply Share

william r. 2w · S El Camino

James What. CPI is apples to apples. Now you throw in Covid and Ukraine. Please. Moving the goal posts as usual. Always an excuse.

♡ Like Reply Share

william r. 2w · Edited · S El Camino

Tom Prediction correct: Inflation Soared to 3.8% in April, Driven by Gas Prices

Market ambivalent.

♡ Like Reply Share

James J. 1w · Oceanside Mesa

Michael Finally an irrelevant comment from one with underlying issues. Took long enough. Find a way to get that in here if it was a about a chicken soup recipe. Sad.

♡ Like Reply Share

Susan L. 1w · Arneill Ranch

william, the rate of inflation slowed down to 3% (until recently when it shot up). That means prices are continuing to go up on average of 3% NOT prices coming down by 3%.

Like Reply Share

william r. 1w · S El Camino

Susan I understand inflation. I also understand, prices coming down is deflation. On a broad basked of goods, deflation is not a good thing. Econ 101.

Like Reply Share

Jon S. 2w · Yucaipa-Calimesa S/W Div

Yes they've said that they've used it for bullet train for the homeless lawyers for immigration. And everybody's always complaining how crappy the roads are and when are they going to fix them so if other people here on next door heard of any of this that Brian know but do it respectfully

4 Reply Share 4

Linda L. 2w · Southwest Cucamonga

Not sure about other cities but I do know that San Bernardino Metrolink line needs to be evaluated. These train run during the late night hours and they are empty. Especially the 11 pm train. During the mid day most of them are empty. The weekend most are empty. Unfortunately raising the fare is not good for riders.

7 Reply Share 7

Jaime A. 2w · Lincoln Ave NW

Linda Yup. The trains on the San Bernardino line always look empty.

1 Reply Share 1

Mindy F. 1d · Campus Hills

Jaime not empty going to San Clemente on the weekends

Like Reply Share

Susanne V. 2w · Collegiate Streets

Does anyone feel safe riding alone on Metrolink? I don't

4 Reply Share 4

Kevin K. 2w · North End

Susanne I usually ride alone, and yes, I feel safe enough.

7 Reply Share 7

David G. 2w · N El Camino

Susanne it's safe in Chicago and crime is worse there

2 Reply Share 2

Barbara/Harald G. 2w · Wedgewood

Susanne no. That's why most people don't ride the train!

1 Reply Share 1

Jaime A. 2w · Lincoln Ave NW

Susanne Way safer than LA Metro!

Like Reply Share

Ryan R. 2w · Nutwood

Susanne i've used metrolink alone for years at every time of day and never had issues

1 Reply Share 1

David L. 2w · Northeast Buena Park

Susanne I make sure my back is to the wall.. Not sneaking up on me!

Like Reply Share

James J. 1w · Oceanside Mesa

David Paranoia will destroy ya.

Like Reply Share

SCRRA (Metrolink) 1w · Author · SCRRA (Metrolink)

Susanne are you talking about Metro or Metrolink? Two different systems. Metrolink has conductors on every train, and some trains have security guards. While no system is completely safe, Metrolink does make an effort to ensure the security of our patrons as does Metro.

Like Reply Share

Daniel M. 2w · Paseo Del Sol

Ed total BS. All the power outages lately have been due to fire prevention and the wind. Please educate yourself stop watching right wing crap.

3 Reply Share 3

Ed V. 2w · Encinitas Estates

Daniel I think you need to educate yourself. Do you really think we're producing all our power?

2 Reply Share 2

Lou W. 1w · Edited · North Glendora Goddard

Daniel Viva la Right Wing

Like Reply Share

Billy B. 2w · North San Fernando

Get security. It's scary

Like Reply Share

Daniel M. 2w · Paseo Del Sol

Lidia total bs.

1 Reply Share 1

Jim H. 2w · Kittridge Watch

Metro sucks

1 Reply Share 1

Juan C. 2w · Shadybend

Jim this is Metrolink. Different agency.

1 Reply Share 1

James J. 1w · Oceanside Mesa

Jim Different subject stay with the topic or maybe re-read and retain the author's post and think about what you are commenting about.

Like Reply Share

Bryan S. 2w · Sierra Estates

Metrolink, when you want to make a 30 minute trip in 4 hours.

♡ 9 Reply Share 9

Andrew g. 2w · Canyon Crest

You might as well shut the system down! Always believed metrolink was progressive.

♡ 4 Reply Share 4

Susan L. 2w · Arneill Ranch

As someone who was a daily Camarillo to Los Angeles commuter for way too many years, I wish the current metro link service had been available. It is a public resource that should be kept solvent and in operation giving our children and grandchildren viable commuting affordable options allowing them to take higher paying LA jobs but avoiding grueling,stressful hours on freeways each day.

♡ 16 Reply Share 16

Joel S. 2w · Reche Canyon Rd

Susan yes!

♡ 3 Reply Share 3

Jill S. 2w · Golden View Tract

Prices and costs of everything going up, and employees are being laid off due to AI and Employers are not increasing pays as people cannot buy everything they want to buy.

♡ Like Reply Share

John H. 2w · Pacific

If the Metrolink board doesn't like the high costs of diesel fuel, perhaps they should have started working on electrifying their routes like Caltrain did (in cooperation with CHSRA!) years ago before fuel prices went through the roof.

♡ 1 Reply Share 1

Roger T. 2w · Vincent Heart

Regina hi Regina, that's what I'm talking about those freaking horns been driving me nuts for years because I live right across the street from the tracks. I keep complaining to them sending them long text, but they don't do nothing about it. The drivers of those trains have no respect at all, and don't even realize that there are people that live in these houses those dumbasses they need to cut down on the horn BS and the loudness as well and the poor animals have to deal with that damn horn many many times a day dogs for example, have 10 times more sensitive hearing than we do. I hear them yelping every time the train goes by hurting their ears sucks!!!!!!

♡ 3 Reply Share 3

Lisa R. 2w · North Clairemont Hawthorne

Roger safety issues will override the noise factor. There are places on the tracks where a horn is required due to visibility issues in that location. Other times it's due to someone or something (a vehicle) being on the tracks ahead. And I am sure there are many other reasons why they blow the horn.
Was this something that was new after you moved in (possible changes up or down the track?)
I hope you can find peace or better answers to why the horns are blown in your area.
It took an adjustment period for me when Miramar switched the planes and the noise was so much louder.

♡ 2 Reply Share 2

Stacey M. 2w · Wild Rose

Roger you bought or rented near the track and then complain about the track? You aren't a tree, you can move. You pay less for the inconvenience though

♡ 2 Reply Share 2

Britta D. 2w · Downtown North Beach

Roger you have to petition the city. I live by the tracks in Oceanside and it was very noisy until Oceanside converted all the crossing to a "quiet zone". Very safe and there are bells at the crossing. Our first train of the day is around 4am and I sleep through it.

♡ Like Reply Share

SCRRA (Metrolink) 2w · Author · SCRRA (Metrolink)

The horns are required by the FRA regardless of the time of day or night. The horns are preset and must be honked 1/4 of a mile before a crossing, through a crossing and coming into and out of a train station. This honking rule applies to all trains, passenger or freight. The only way to mitigate the noise is through a Quiet Zone and that is at the discretion of the municipality and the FRA, not Metrolink.

♡ 1 Reply Share 1

Roger T. 1w · Vincent Heart

Stacey hi Stacy for your information I didn't just buy my home recently. I have lived here long before Metrolink ever were thought about. They never existed then!!!!

♡ Like Reply Share

Roger T. 1w · Vincent Heart

Lisa Lisa, the reason I am complaining is because where I live there is 25 houses to the left of my house before a railroad crossing and 25 houses to the right before you get to a railroad crossing so I'm right in the middle where there's no need to blow a horn just so you know

♡ Like Reply Share

Xavier H. 2w · Riverside Rancho

Unfortunately they did not study how trains and buses in NYC and Chicago work. In the 60's the wait for a bus was 15 minutes. You could get anywhere you wanted. At our current station the trains are to short as is the platform. They just did what the car culture wanted:

♡ 1 Reply Share

Matt I. 2w · Mariposa Southeast

Please double the fares. I'm happy to pay more.

But DO NOT CUT SERVICE. You need to increase service as it is. I wish I could actually use metrolink but the low service frequency and lack of night/weekend service make it unsuitable for most of my travel.

♡ 12 Reply Share 12

s stefan t. 2w · Dwight

Matt honestly yea, especially for saturday club and bar goers. I'm so much more likely to take metro into la at night if they offered late service

♡ 1 Reply Share 1

Lidia B. 2w · Mills East

stefan I don't think they'd appreciate drunk passengers on the train lol 😜

♡ 1 Reply Share 1

Chris R. 2w · Kadota Fig Farms

Seems like an awful time to put the costs on the riders. As others have mentioned, perhaps an internal peek to see how improved management can make a difference?

♡ 5 Reply Share 5

Nicholas P. 2w · Balboa Island

Any stats on what the actual ridership numbers are ?

♡ 5 Reply Share 5

S Samantha J. 2w · Woodbridge South Lake

It's a shame that some innocent parties have to pay higher prices for the people who made egregious errors in their choice of vote in November 2024. Have the train ride you voted for and sadly take the poor saps that are having to reap what you sowed.

♡ 6 Reply Share 6

J Jeff W. 2w · East La Paz

Samantha Yes! Orange man is the reason for high train fares in CA! Wow, the comedy on here is priceless. Tell me another one Sam! Oooh, how about the homeless problem Trumpy created here, or the fire in the Pacific Palisades that he and global warming caused!

♡ 2 Reply Share 2

R Roger H. 2w · Adoree Vistas

It's because our politicians are the problem. The spendacrats are destroying this state with higher taxes and nothing to show for. Most of the transportation money is being used for the bullet train.

♡ 5 Reply Share 5

Esmer N. 2w · Ridgeline

Raising fares to offset financial pressure isn't a solution to increase the use of public transportation which would help to attract the use of the Metrolink
Do the opposite to attract more riders.
Drop the price.
Why would consumers opt to take the Metrolink if the cost goes up
Initially you may save a few bucks however that could lead to a decrease of riders that will not offset those savings.

♡ 2 Reply Share ♥ 2

Samantha J. 2w · Woodbridge South Lake

Esmer when my office closed their Santa Ana location and moved to Los Angeles I drove for a while then I tried out Metrolink. I actually began to enjoy the stress-free ride in half the time and for half the amount of gas money.

♡ 6 Reply Share ♥ 6

John Z. 2w · Willie White Park

Esmer Metrolink one way trip is $6.50 and the train comes every hour. Metro electric trains come every 10 minutes and cost $1.75. Metrolink does have a bathroom tho, and depending on the day that could be priceless

♡ 2 Reply Share 2

William T. 2w · Fineview St

So why do we still want these trash politicians running California. Look at the mismanagement. We alread lost billions for the high speed rail and now they can't even properly run the metro system.

♡ 8 Reply Share 8

Roger H. 2w · Adoree Vistas

William you're correct. The problem is these voters will keep the same and complain that it won't get fixed. Our liberal politicians in Cali are trash. They are destroying Cali.

♡ 5 Reply Share 5

William T. 2w · Fineview St

Roger I don't even care about political stance. We just need to find a politician that will do the right thing. Both parties have politicians that lie to us and only serve themselves.

♡ 1 Reply Share ♥ 1

Sergio T. 2w · Cajon

I quit taking the Metrolink because it had constant delays and breakdowns. Not to mention they cancelled both the morning and afternoon trains I would take To and From work. Many of my coworkers did the same this year and now drive to LA and back. Only making traffic congestion worse

♡ 4 Reply Share

Richard S. 2w · Sand Canyon

To lighten things up, here's a relevant record from 1959;
https://www.youtube.com/watch?v=MbtkL5_f6-4



♡ 1 Reply Share 1

Patrick J. 2w · Sierra Lakes Pkwy

Paying for the sketchiness is bad enough, paying more is out of the question. Raise rates that will undoubtably lower usage has never been the answer to increase the financial outlook of any company, history will show you that.

♡ 5 Reply Share 5

Ed H. 2w · Lone Hill South

Ironic, raise ticket prices? Maybe start with making sure everyone riding is paying for there ticket. Way too many people riding for free! Call them homeless or call them whatever you want.

♡ 3 Reply Share 3

Samantha J. 2w · Edited · Woodbridge South Lake

Ed I ride it all the time and the conductor comes through with the scanner and scans your ticket so I'm not sure what you're talking about. When is the last time you rode Metrolink?

♡ 4 Reply Share 4

Ryan R. 2w · Nutwood

Ed do you actually ride metrolink?

♡ Like Reply Share

Mindy F. 1d · Campus Hills

Samantha on Metrolink they do scan your ticket or pass. On the other lines: in LA- Red, etc no one checks who's riding

♡ Like Reply Share

Claudia S. 2w · Edited · Vallecito

NOT raising fares in 15 years is very poor business management. 25¢ or 50¢ a year would have put you NOT IN THIS POSITION. why are there no business owners in management.

Why should we trust you further with such an EPIC BUSINESS FAILURE of critical importance to all residents. This is sheer incompetence.

♡ 5 Reply Share

Ron L. 2w · Walnut

Raise the fares cut the service, maybe it will keep some of the criminals away. Metrolink needs to increase safety

♡ 2 Reply Share 2

Samantha J. 2w · Woodbridge South Lake

Ron have you ever ridden Metrolink?

♡ 1 Reply Share 1

Ron L. 2w · Walnut

Samantha, yes, not recently

♡ Like Reply Share

Jon B. 2w · Tramonto

Hire DOGE, probably will find ways to improve service and eliminate management.

♡ 3 Reply Share 3

Samantha J. 2w · Woodbridge South Lake

Jon yeah, because that's what DOGE did for our country. Are you on crack?

♡ 3 Reply Share 3

Jon B. 2w · Tramonto

Samantha, you don't think they found any waste and fraud?

♡ 1 Reply Share 1

Jeff W. 2w · East La Paz

Samantha Sorry to break it to you Sam, but DOGE did find waste and fraud- your governor just chose to ignore and hide, most likely because he's in on the grift.

♡ 3 Reply Share 3

Kevin K. 2w · North End

Jeff if it's true that Doge found waste and fraud, why wasn't it publicized and why nobody was criminally charged? This happened in DC, so governor had nothing to do with it.

♡ Like Reply Share

henry t. 2w · Cooperstown

What if our executives and directors take a pay cut and they forego their yearly bonuses why is it? You always start at the bottom for once start at the top or how about laying off some chiefs? And chiefs assistants.

♡ 3 Reply Share 3

Chet C. 2w · Edited · Carson Park LB

henry, you might be confusing LA Metro versus the Southern California Regional Rail Authority that operates Metrolink. Their Board does not get paid a salary.

♡ 3 Reply Share 3

Joshua L. 2w · W Ave K

Reduced Service? Most people that have to commute, do so because the current schedule is horrible especially for Ventura and Lancaster/Palmdale. Yall should just merge with LA Metro

♡ 2 Reply Share 2

Joshua, LA Metro is a County of LA agency; whereas the Southern California Regional Rail Authority covers the five regional counties: LA, OC, SB, Riv, & Ven. It has members from each of the county level transportation agencies.

Like · Reply · Share

Joshua L. 2w · W Ave K

Chet I know. I'm just tossing out ideas because Metrolink sucks. I mean for LA county, LA Metro should take over

Like · Reply · Share

Chet C. 2w · Carson Park LB

Joshua, why would the other counties agree to LAMetro controlling a service for five counties? LA metro is already part of the SCRRA board.

1 · Reply · Share · 1

Barbara/Harald G. 2w · Wedgewood

Get ride of the homeless riding free and maybe the rest of us will feel safe to ride the train more often

1 · Reply · Share · 1

SCRRA (Metrolink) 2w · Author · SCRRA (Metrolink)

Barbara/Harald Metrolink has conductors on every train and they check fare. Many lines have a security guard and at many stations there is someone checking to make sure that everyone has a ticket before they board the train.

1 · Reply · Share · 1

Janis V. 2w · Alta Murrieta · Whitewood

When was an audit last done? If it is like any other agency there is probably alot of fraud and abuse.

3 · Reply · Share · 3

Charly W. 2w · Highlands Park

Adding to the high costs of living in Los Angeles County. Including the L.A. County Sales Tax increase on the June Ballot, there are total of 20 other tax increase throughout cities in L.A. County.

1 · Reply · Share · 1

Craig C. 2w · Malaga · Palermo · Mallorca

Charly I sure hope the people realize these tax increases and Vote NO on any tax increases. We simply cannot afford anymore

6 · Reply · Share · 6

Curt M. 2w · Newport Shores

Democrats disaster.. Please vote accordingly at the midterms..

10 · Reply · Share · 10

Angie G. 2w · Edited · San Andreas

It could be the best if you guys offer more rides to OC / Oceanside more often beyond the little schedule you guys offer.
À lot of people fo work to OC / if you open more schedule available this could help

2 · Reply · Share · 2

Diana C. 2w · Crown Valley Highlands

What do you think will happen with the Train to Nowhere?

5 · Reply · Share · 5

Bob G. 2w · East Palmdale

Diana - It's going nowhere!. I have been calling it that simce inception.

♡ 1 Reply Share 1

SCRRA (Metrolink) 2w · Author · SCRRA (Metrolink)

Diana Metrolink and High Speed Rail are definitely not the same organization, they do not cover the same area and are not funded through the same funding structure.

♡ 1 Reply Share 1

Todd W. 1w · Grovecenter

Diana Throw more money at it!

♡ Like Reply Share

Jeff Y. 2w · Highland Groves

I worked with guys that lived in Arizona on the Rez no one cared they wanted work made good money . I commuted to DTLA I wasent about to ride my bike from the station in the dark at 5am . Not enough people benefit and to dangerous to let any body you care about get on those or the bus .

I rode the metro from Long Beach to Union station it was some real scum on the metro trying to bum money handing you cards pretending to be mute. You name it , stay off that metro or the bus especially women don't let daughters ride that it's pretty scummy coming up from San Diego might not be as bad .

Beside metro dosent go there that's Amtrak

♡ 1 Reply Share 1

Haylie P. 2w · West Athens

Jeff metrolink goes to Oceanside. Also, I take the J line the B or D line all the time into union station and I've also taken the A line. Yes the A line is sketchy for sure. Even the B line can be sketchy at certain times but so far I've been good. I know METRO is taking steps to have their own transit police so hopefully once that is deployed, there would be more security on the system. But I for sure would tell ladies not to take the metro late at night, but I think that's just for anything past 10 PM.

♡ 3 Reply Share 3

Gigi S. 2w · Edited · Century Glen

Oh, just great. Raise the fare. That's just what we need now on top of everything else getting too expensive. Which morons didn't calculate cost of living increase when they planned it? They should be fired!

♡ 2 Reply Share 2

Bob G. 2w · East Palmdale

It is funny how this comes up now that gasoline prices are over $6.00 a gallon and they see the potential for more ridership.

If they had risen fares without the gasoline price increase it would have spelled their doom.

♡ 3 Reply Share 3

Tony L. 2w · Marie Kerr Park

Perfect! Less connections and Higher costs.

♡ 2 Reply Share 2

Tony L. 2w · Marie Kerr Park

Fewer connections and higher costs. Sounds about right! Loosers!!!!

1 Reply Share 1

Todd W. 1w · Grovecenter

Tony Dont forget public safety.

Like Reply Share

Bill W. 2w · Eastvale East

The answer from the government agencies is always to raise rates. No mention of how many new riders there are because the cost of gas is making people look at trains again. Then, when gas prices drop and people start driving you are going to hear about ridership is down so they need to raise rates. This exact scenario has happened over and over. I took the trains from Ontario to DTLA for over 10 years until I could not stomach the decreased service but increased costs. Started riding a motorcycle and never looked back. In the government agencies everything is a reason to raise prices.

4 Reply Share 4

Todd W. 1w · Grovecenter

Bill Tax and spend!

Like Reply Share

Ryan R. 2w · Nutwood

I wish y'all would be able to fully electrify. I would be willing to pay higher fares if there's more frequent service during peak hours. The last train to OC from LA should NOT be at 5:40, that's a ridiculous ask for working commuters. If we have to have this reduced service, take mid-day service and push it to later in the evening to match peak commute hours

1 Reply Share 1

Andrea M. 2w · Green Hills

Restructure your organization and identify a ways to reduce costs, such as lowering post employment retirement benefits. Focus on becoming more efficient and living within the revenues you have. Ask employees to identify the waste fraud and abuse and then address it without regard for the political pushback you may receive. Live within your means! That's what families have to do!

3 Reply Share 3

SCRRA (Metrolink) 2w · Author · SCRRA (Metrolink)

Andrea all things Metrolink has done. Metrolink is a very small organization. Metrolink is funded by member agencies. If the member agencies receive a reduction in their funding allocation, we face a reduction in our funding allocation.

1 Reply Share 1

Wilma I. 2w · Highland

Heck yall just opened the new one up in l.a.

Like Reply Share

Ryan R. 2w · Nutwood

Wilma that's a different agency

Like Reply Share

Terri R. 2w · La Colina

I recently paid for tickets for my family to ride metrolink to south county and back, on a weekend, and not one person checked our tickets. I wonder how many people just get on and off without buying tickets and get away with it?

Gayane A. 2w · Alberhill

Ya maybe now you can have some money to clean your nasty soiled seats

Like · Reply · Share

Craig C. 2w · Malaga - Palermo - Mallorca

It is and always has been a closely guarded secret as to how much money this whole Metro system loses each year. It was never designed to make any money or break even. It loses multi millions annually and as taxpayers we are on the hook for it. We will never know the truth as it os hidden from us

3 · Reply · Share · 3

SCRRA (Metrolink) 2w · Author · SCRRA (Metrolink)

Craig Metro and Metrolink are two very different agencies that have very different funding sources.

1 · Reply · Share · 1

Craig C. 2w · Malaga - Palermo - Mallorca

Manager Community Relations I am talking about these trains like that cost untold millions per mile and low ridership. What a scam on the public and taxpayers

Like · Reply · Share

Mike S. 2w · Michigan Park

Manager Community Relations got it but both still rely on significant public subsidies to function.

Like · Reply · Share

todd n. 2w · E Mission Blvd

Just anouther bullet train no one wants.

1 · Reply · Share · 1

Ryan R. 2w · Nutwood

todd you clearly dont know what a bullet train is

2 · Reply · Share · 2

SCRRA (Metrolink) 2w · Author · SCRRA (Metrolink)

todd Metrolink is not a bullet train. It has existed for over 30 years and serves to bring commuters from outside of the downtown LA area to job centers throughout the region. Metrolink is definitely not high speed as it stops at 67 different stations throughout the southern California area.

2 · Reply · Share · 2

James J. 2w · Oceanside Mesa

Metrolink is Southern California's regional passenger rail system, serving Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. Although Oceanside is the only city in SD county it provides service to I love using it for particular occasions. Could not care less how much the fare is or how it is powered. I love the fact in comes to Oceanside and hope I can continue to use it. People here care about OC LA Riverside, SB counties. It's heartwarming. Thought most everyone was haters of said counties..

2 · Reply · Share · 2

michael B. 2w · Tierrasanta Norte

James we've used it several times over the years to go to concerts at the Honda Center rather than drive. It sucks that fares might have to go up but I could easily see Oceanside getting dropped since as you say its the only stop in San Diego County.

♡ 2 ○ Reply ⇗ Share ♥ 2

bruce w. 2w · Townsgate-Thousand Oaks

Los Angeles is already so far behind most other major cities for public transit. Recently it took me 6 hours to get from LAX to T.O. by metro (not the metrolink train) though either way it probably wouldn't have made a difference. Yes the trip was cheap and is capped at $5 but still, why is there NO service from LAX to the Valley (yes theres the flyway bus BUT thats not part of Metro) also once you get to Van Nuys then what??? Back on another Metro BUS.....there should be TRAIN service up and down the 101 - it's all very backwards

♡ 2 ○ Reply ⇗ Share ♥ 2

Ryan R. 2w · Nutwood

bruce luckily the sepulveda heavy rail metro line got approved but it's gonna be a very long time until it's done

♡ 1 ○ Reply ⇗ Share ♥ 1

James J. 2w · Oceanside Mesa

bruce Cities with the best public transit
1. New York
2. San Francisco
3. Los Angeles
-ConsumerAffairs
LA County's Surprisingly Vast Transit Systems: A Los Angeles Public Transportation Guide

"Believe it or not, the 2020s is the best time to live in LA if you can't or don't want to drive. With city, county, and state governments striving to reduce traffic and emissions, there are many exciting new transit projects in the works or that have recently completed. The new Metro K line running down Crenshaw Boulevard opened in late 2022 with plans to connect to LAX. Numerous other Metro projects are also underway like extending the purple line to Westwood, and Metro is even contemplating going fareless."

"Metrolink commuter rail operates multiple lines that serve Los Angeles, Ventura, Orange, and San Bernardino counties. Fares are zoned like most commuter rail. For just a few dollars, you can avoid a great deal of traffic and onerous parking fees by taking Metrolink to the outer edge of the city, or nearby cities like Burbank and Pomona. Metrolink offers occasional fareless days to encourage train travel, get cars off the road, and give Angelenos a chance to see parts of their city and SoCal they didn't think to explore."
https://ladigs.com/los-angeles-public-transportation-guide/

♡ 1 ○ Reply ⇗ Share ♥ 1

Toni M. 2w · Aviara

Gas has gone up in price so who is getting that extra money? Somebody is getting paid for the higher cost of gas and it's not the gas stations.

♡ Like ○ Reply ⇗ Share

Todd W. 2w · Grovecenter

More people taking the train now instead of driving. No time like the present to jack up the fees.

♡ 1 ○ Reply ⇗ Share ♥ 1

Robert S. 2w · Bridle Path

Bottom line folks, you have to pay for the services you get.

1 Reply Share 1

Dee M. 2w · Mount Washington Southeast

building structures on top of existing freeways especially the busiest and widening lanes of existing highways make more sense than taking away road access we are a car driving cities and building car parking spaces so we can travel around making sense of what we have and repaving pot holes! the reduction of is so annoying it's ridiculous

Like Reply Share

Patricia D. 2w · Sunset Park-Northeast

One of my concerns among many, is emergencies. The other day, driving Broadway between Cloverfield and 17th. Cars going east and west, It was so narrow that from the bike lane, curb, cars parked and one lane each way. There is no room for fire trucks or ambulances to drive through if there are cars going both ways. No place to pull over- to allow through.

Like Reply Share

Ryan R. 2w · Nutwood

Patricia what does this have to do with metrolink?

3 Reply Share 3

Patricia D. 2w · Sunset Park-Northeast

Ryan hahaha clicked the wrong button and was on the wrong post! Carry on!

1 Reply Share 1

Ryan R. 2w · Nutwood

Patricia hope you have a good day!

Like Reply Share

Cat B. 2w · North Sylmar

Oh dear- so bad for struggling workers & visiting Tourists / Event goers, BUT still cheaper than owning a damn car!

Like Reply Share

Rickey W. 2w · Charter Oaks Best

You should have to pay for your ticket right there and then or you get off the train, preferably after it stops.

Like Reply Share

Rickey W. 2w · Charter Oaks Best

I will miss my weekend $5.00 Metrolink rides.

Like Reply Share

Brian F. 2w · Glassell Park

It should be free to ride on the system

Like Reply Share

Chris L. 2w · Coto de Caza

Brian nothing is free. If it's free, it just means someone else is paying. This is being tried in NYC and so far not going well.

3 Reply Share

Kathleen Z. 2w · Westchester Westport Heights
No kidding. Everyone needs to stop acting surprised
♡ 2 Reply Share 2

Matt O. 2w · Alta Loma
Sure raise it up just in time for the olympics
♡ 2 Reply Share 2

Christopher A. 2w · Edited · Hunter's Ridge
This is due to the fact that federal funding is only able to be used for capital expenditures and not operating costs. Buy a train but can't hire someone to operate it. Make it make sense.
♡ 2 Reply Share 2

Susan L. 2w · Arneill Ranch
In the late 1990's we lived in SF East Bay Pleasanton-Dublin area when a new B.A.R.T. Station was going in. Six months before service started all homeowners received weekly post cards telling us of bus service to access station and free rides to practice. The first month of operation we received BART free ride passes, making it easy to trial use for work access. Also all the major employers offered bus shuttle service to and from station to work campuses.
♡ 1 Reply Share 1

Alex M. 2w · Via Brenda
I just started using the train to commute from Orange County to Glendale for work. I love it! I wish I took it sooner! I'd be ok with raising prices a little, but I hope they don't cut service... I'm already struggling with the service they already cut.
♡ 6 Reply Share 6

Zach M. 2w · Panorama Heights
In all fairness im starting to just assume all our grants and taxes ect the city and state gets in california is just robbed by the states workers and politicians
♡ 2 Reply Share 2

Jessica R. 2w · Agua Dulce
Thanks for the info. I think investing into what recent missing people had been developing. I hope you can understand what I'm saying without more details. Hint : it has been In recent news. Scientists gone .... hmmmm they could have helped this problem too.
♡ 2 Reply Share 2

David L. 2w · Northeast Buena Park
I would ride the metro link more if you guys do a few things.
1. Stop getting push around by freight. Be on time. Be frequent.
2. Deal with the scum that play loud music, or talk really loudly on speakerphone. (I know it's just what u get with public transportation)
♡ 3 Reply Share 3

Mindy F. 1d · Campus Hills
David this doesn't happen in Japan. It's so darn safe and quiet.
♡ Like Reply Share

David L. 1d · Northeast Buena Park

Mindy even begin to compare US rail with any rail system in Asia. It's like comparing futuristic rail to 3rd world..
And if anyone is confused. The USA is the third world.

Like Reply Share

Kevin K. 1d · North End

Mindy it's different, in Japan people have decided to spend transportation money on public transport. In the US we spend money on building more roads.

Like Reply Share

James W. 2w · Hourglass Park/Miramar College

is that why all the drivers are On strike again- standing around the fence line drinking coffee and playing checkers- apparently if thats a union strike, the union boss needs more money to build another wing to his mansion

2 Reply Share 2

Joseph K. 2w · Canyon View Estates

How about enforcing that every train rider has a proper ticket first?

The "security / ambassadors you have at station should be ensuring all riders entering the "Platforms" have purchased a ticket scanning them? You don't have a ticket, you don't enter the Platform. 100 % compliance

Like Reply Share

SCRRA (Metrolink) 2w · Author · SCRRA (Metrolink)

Joseph Metrolink does not have Ambassadors, you are thinking of Metro. Metrolink does "streetcar" folks as they get on trains to ensure that they have fare to get on the train. We have conductors who do ticket checks, admittedly not all the time, but if someone is found to not have a ticket they are removed at the next station.

1 Reply Share 1

Jane L. 2w · Paloma Del Sol

I won't ride public transportation due to the safety issue.

1 Reply Share 1

SCRRA (Metrolink) 2w · Author · SCRRA (Metrolink)

Jane Metrolink is safe. We have a conductor on every train and in many cases have security guards. You are confusing Metro and Metrolink. While things do happen occasionally, Metrolink trains are safe.

7 Reply Share 7

John E. 2w · Orpheus Park

Jane I commute on the Coaster, San Diego County's Metrolink equivalent, and have never felt unsafe.

1 Reply Share 1

Delroy L. 2w · Lee Owens Park

Just raise those depart from OC

Like Reply Share

Angie G. 2w · South Hills, West Covina

Much more affordable than filling the tank and trouble free

♡ 3 Reply Share 3

Gary W. 2w · Ventana

While reducing costs is a positive objective, reducing service to a rideship that Metrolink seeks to serve, will be counter-productive.

♡ 1 Reply Share 1

Patrick W. 2w · Tustin Field II

They should try lowering their fares to $2 so that more people would try it. It seems like most of the trains I have seen running are nearly empty. Same for public buses it seems to have only a couple of riders it no wonder they are losing money.

♡ 1 Reply Share 1

SCRRA (Metrolink) 1w · Author · SCRRA (Metrolink)

Patrick Metrolink does not run buses, that is Metro. Metro and Metrolink are two different agencies.

♡ Like Reply Share

Todd W. 1d · Grovecenter

That's ok. Neither group can show a profit.

♡ Like Reply Share

Kevin K. 1d · North End

Todd if running trains or busses was profitable, a private company would be operating them already, but public transit is not profitable, so government has to step in.

♡ Like Reply Share

Todd W. 1d · Grovecenter

Kevin Its still not profitable. Can you think of a government program that makes money?

♡ 1 Reply Share 1

Kevin K. 1d · North End

Todd why would a government program need to make money? If a program makes money, a private business would be running it, taking all the risks, and government taxing the profits.

♡ Like Reply Share

Todd W. 1d · Grovecenter

Kevin Dont you think if they made money that we would pay less tax?

♡ Like Reply Share

Kevin K. 1d · North End

Todd government is not designed to be a money making operation. It's run more like a non-profit, fees and taxes cover costs. That's why a service run by a private company usually charges more, as they have to have profit margins.

♡ Like Reply Share

Patrick W. 1d · Edited · Tustin Field II

Kevin if tax payers are paying for it should be free for residents or is it just a taxpayer subsidy for a specific group of riders.

♡ Like Reply Share

Kevin K. 1d · North End

Patrick if you are referring to a transportation service, like a bus, ideally it could be free, but that doesn't work in a place like LA, where homeless would move in, and there would be no space for regular riders.

♡ 1 Reply Share 1

Mindy F. 2w · Campus Hills

It has been "packed" to and from San Bernardino to San Clemente on the weekends with its already "few" times.

♡ Like Reply Share

Mindy F. 2w · Campus Hills

After just visiting Japan, our public transportation stinks!!!

♡ 3 Reply Share 3

Dani J. 1w · 170th St E

There would be no point in even using it.

♡ Like Reply Share

Sandy D. 1w · County Square Villas

When I worked I took Metrolinlk daily to La. I loved it!

♡ 3 Reply Share 3

Mal R. 1w · Solera

Gee. Sounds like that other train.

♡ Like Reply Share

Jason D. 1w · Edenglen

lol. Newsom did this. You get what you vote for liberals.

♡ 3 Reply Share 3

Susan L. 1w · Arneill Ranch

Jason, the bullet train was an Arnold Schwarzenegger project approved by a statewide ballot in 2008.

♡ 2 Reply Share 2

william r. 1w · S El Camino

Susan And almost everyone wishes for a Do Over.

♡ 2 Reply Share 2

Lorenzo L. 1w · Bluebird-Montage

Susan and it took 17 years under the current party to figure out that the real cost is over $100B for the train to nowhere???

♡ 2 Reply Share 2

Brian A. 1w · Edited · Heritage Village

Lorenzo No, costs increase every time there are delays, whether a project is public or private. This project underwent a ton of delays through litigation and was always underfunded. Even now, almost 20 years later, it hasn't even spent the full original $36 billion it was originally going to cost - barely even half.

And let's put it this way, the US has no problem throwing that amount away in a couple of months on a failed war.

♡ 3 Reply Share 3

James J. 1w · Edited · Oceanside Mesa

Susan Therefore no one was to blame other than of course, the California voters! Color me surprised. What happened after it was approved is the real question.

♡ Like Reply Share

L Lorenzo L. 1w · Edited · Bluebird-Montage

Brian California litigation is out of control because lawyers are the first or second largest donors to the Democratic Party and they call in their donations to create more laws so more work for lawyers. So delays are a Dem created issue. And why continue spending money if the train with never reach LA or SF?

♡ 1 Reply Share 1

B Brian A. 1w · Heritage Village

Lorenzo Litigation was literally funded by right wing groups, but most of the cases have been cleared and laws have been changed to streamline the process.

Because acquiring land and building will never be cheaper than now. A couple of decades more and costs will be double again. The trains will reach both eventually and they are in the planning stages for tunneling through the Tehachapi mountains.

♡ 2 Reply Share 2

B Bruce B. 1w · Montwood

Susan Newsom's election campaign promise was to defund the bullet train.

♡ Like Reply Share

L Lorenzo L. 1w · Bluebird-Montage

Brian the train has a $100 billion shortfall in funding and California is running a deficit. Where is the train gonna get $100 billion from?

♡ Like Reply Share

D Dana S. 1w · Westside Palmdale

Brian 🤣🤣🤣🤣🤣

♡ Like Reply Share

B Brian A. 1w · Heritage Village

Lorenzo it already has 1 billion a year secured from cap and trade. They're looking for other sources of funding right now, including private investment.

♡ Like Reply Share

B Brian A. 1w · Heritage Village

Dana 😂😂😂😂😂

♡ Like Reply Share

L Lorenzo L. 1w · Bluebird-Montage

Brian $1B per year means it will take 100 years to raise $100B!! In 100 years the cost will be $1T. Let me change "never finish" to "not finish in our life times" 😂

♡ 1 Reply Share 1

Lorenzo L. 1w · Bluebird-Montage

Brian and the right of ways have only been secure between Merced and Bakersfield. The right ways into Los Angeles and San Francisco have not even started.

♡ 1 Reply Share 1

Gail O. 1w · Carmel Valley Northwest

Brian and for very good reason. I'm not comfortable with Iran having a nuclear weapon. For the sake of our children and grandchildren.

♡ 2 Reply Share 2

Brian A. 1w · Heritage Village

Lorenzo That's the base amount of funding, doesn't mean there isn't going anything else in the future.

♡ Like Reply Share

Brian A. 1w · Edited · Heritage Village

Lorenzo Those are much easier to figure out because they planned to use current rail lines going into both cities. It's why CalTrain in the Bay Area was electrified.

♡ Like Reply Share

Gail O. 1w · Edited · Carmel Valley Northwest

Brian hopefully a new governor will shut this train to nowhere down. When I worked in R&D, we said don't throw good money after bad. And that's what we're doing with this project

♡ 1 Reply Share 1

Brian A. 1w · Heritage Village

Gail That's the line the White House put out for a few days. But the US bombed Iran last year supposedly knocking out its nuclear program. Sec. of Defense Pete Hegseth admitted to Congress there was no imminent threat and Sec. of State Marco Rubio stated the goal was to return the Strait of Hormuz to a pre-war state. Just a total waste.

♡ 2 Reply Share 2

Brian A. 1w · Edited · Heritage Village

Gail Nah, it's something that the state needs. It's unfortunate that the US has no HSR anywhere so we have no experts. Texas wants HSR too and even imported expertise from Japan, but it looks like those projects are dead in the water.

Governments aren't meant to be run as businesses. Otherwise lots of "roads to nowhere" that aren't profitable and where people didn't live before wouldn't have been built. It should be doing what is beneficial to its population.

Meanwhile China built their HSR network in a couple of decades.

♡ 1 Reply Share 1

Lorenzo L. 1w · Bluebird-Montage

Brian given the fact that California is running a deficit, the rail authority is going to be fighting many public groups in California for money. Some of these public groups have a lot more political pull than the train authority.

♡ Like Reply Share

L **Lorenzo L.** 1w · Bluebird-Montage

Brian BTW, no national politics on Nextdoor or we will get banned

♡ Like ◯ Reply ⇗ Share

G **Gail O.** 1w · Carmel Valley Northwest

Brian disagree.. having businessmen at the helm is just what we needed to stop all this fraud that has prevailed in previous administrations

♡ 1 ◯ Reply ⇗ Share 1

G **Gail O.** 1w · Carmel Valley Northwest

Brian The uranium that remains would have enabled Iran to have a nuclear weapon in weeks once they dig it out. That is only a setback. You can be sure that if they had a nuclear weapon they would use it and the east coast would be the target... NY & DC.. We may not be at risk but our children and grandchildren would be... Iran is run by a murderous lunatic regime.. and it has to end. They have been f'ing with us for 45 yrs. Enough!

♡ 2 ◯ Reply ⇗ Share 2

K **Kevin K.** 1w · North End

Gail I doubt US can stop Iran from having a nuclear weapon any more it could stop India, Pakistan, or North Korea from getting one. Now that US invaded, Iran wants the weapon even more to stop US from invading again.
Why do you think Iran would use a NW on NY & DC? If they did, US would retaliate, and the mullahs don't have a death wish, any more than Kim does in North Korea. US is the only country that has ever used nuclear weapons in a war, and since 1949 when other countries started having them, mutual destruction has kept anybody from using them.

♡ 4 ◯ Reply ⇗ Share 4

G **Gail O.** 1w · Edited · Carmel Valley Northwest

Kevin mullah would use it and then go underground... where they are today! Nope... we need to finish the job! I hope we take kharg island! And why DC and NYC.. the financial center and governmental center of our entire country

♡ 1 ◯ Reply ⇗ Share 1

K **Kevin K.** 1w · North End

Gail let's follow that thought. Mullahs start a nuclear war with the US, go underground for the retaliation, they eventually have to come back up when food runs out, and find everybody in their congregation is dead. What's the point of all that?
The mullahs are usually educated people, like the clergy in any religion. Why would they want to kill their flock?
I don't think you thought this one through.

♡ 1 ◯ Reply ⇗ Share 1

G **Gail O.** 1w · Carmel Valley Northwest

Kevin ah.. have you seen them executing thousands of them in the past month?

♡ Like ◯ Reply ⇗ Share

K **Kevin K.** 1w · North End

Gail it's one thing to have some people getting killed during crowd control, another to vaporize most of your population.

♡ 1 ◯ Reply ⇗ Share 1

Gail O. 1w · Carmel Valley Northwest

Kevin you're the one that said vaporize the whole population not not me. The US has no intention of using a nuclear weapon on Iran. We just need to take Kharg Island and get it over with. And "crowd control" is putting it mildly. They are hunting down and executing people that do not agree with their philosophy. Right now the people in control in Iran is the revolutionary guard, murderers, and thugs.

1 Reply Share 1

Kevin K. 1w · North End

Gail yes, I agree, the clergy is in control of Iran, and they are using extreme measures to stay in power. Ever since US meddled in the country's affairs, made the Shah the leader, the religious extremists have been getting more power, and are now desperate to stay in power as their policies are not that popular.
You said Iran would use a nuclear weapon on the East Coast of US. I'm the one saying how unlikely that would be, as US would retaliate and the leaders in Iran would end up dead.
You think US can take Kharg Island? US can't even keep the Strait of Hormuz open.

1 Reply Share 1

Todd W. 1d · Edited · Grovecenter

Susan And in 18 years, no train, no tracks and one giant tax overrun after the next.

Like Reply Share

John E. 20h · Orpheus Park

Kevin Nit-picky, but important correction: "mutually ASSURED destruction," not "mutual destruction." :)

1 Reply Share 1

Nathan O. 4h · Edited · Delthorne

Gail This administration seemed not to have planned for Iran closing the Strait of Hormuz- which is virtually the distance from Long Beach to Catalina Island, even though this has been part of military planning for decades. Higher fuel prices and fuel scarcity is affecting countries all over the world. The last oil tanker which made it through the Strait that as bound for California docked at the Port of Long Beach in early May.

Our leaders might have committed one of the worst strategic blunders in history, and you, and I and everyone you know is going to be affected.

There are different types of oil and California imports the types that our refineries can use. See this page to see from which countries California imports oil.

https://www.energy.ca.gov/data-reports/energy-almanac/californias-petroleum-market/foreign-sources-crude-oil-imports

Foreign Sources of Crude Oil Imports to California
energy.ca.gov

1 Reply Share 1

Arlett F. 1w · Leffingwell and Leland

I work in Downtown LA and taking the train is so convenient. Driving to work is a nightmare! I take the train everyday and the schedule changes, delays and all these issues have been affecting my commute to work. If increasing the prices will help keep the train running I don't mind paying a little extra. But I'm hoping that increasing the prices will not reduce service!
We need more trains during peak hours!

♡ 6 Reply Share 6

John E. 20h · Orpheus Park

Arlett ... and reliable off-peak transportation, as well, to make it truly generally useful.

♡ 1 Reply Share 1

Anna H. 1d · Anaheim - Esperanza

Get a handle on the rampant California fraud and you'll have more than enough to pay the bills!

♡ 5 Reply Share 5

Susanne V. 1d · Collegiate Streets

Maybe if you stopped all the people who jump aboard without paying there would be more money in your coffers

♡ 3 Reply Share 3

Mindy F. 1d · Campus Hills

Just came back from Japan. Our system stinks! I've also been to Russia and all throughout Europe. Why do their systems work with no problem catching the next train 10-15 minutes later. Also on weekends. They are also VERY old. Our are not that old. Transportation is a must for those who do not have a car and/or are saving on gas and traffic congestion.

♡ 2 Reply Share 2

Mindy F. 1d · Campus Hills

Audrey the red and blue lines have many homeless and mentally ill people riding them. I NEVER seen a ticket/train worker when I used to utilize those trains. Very different, disappointing and unsafe to travel than the MetroLink.

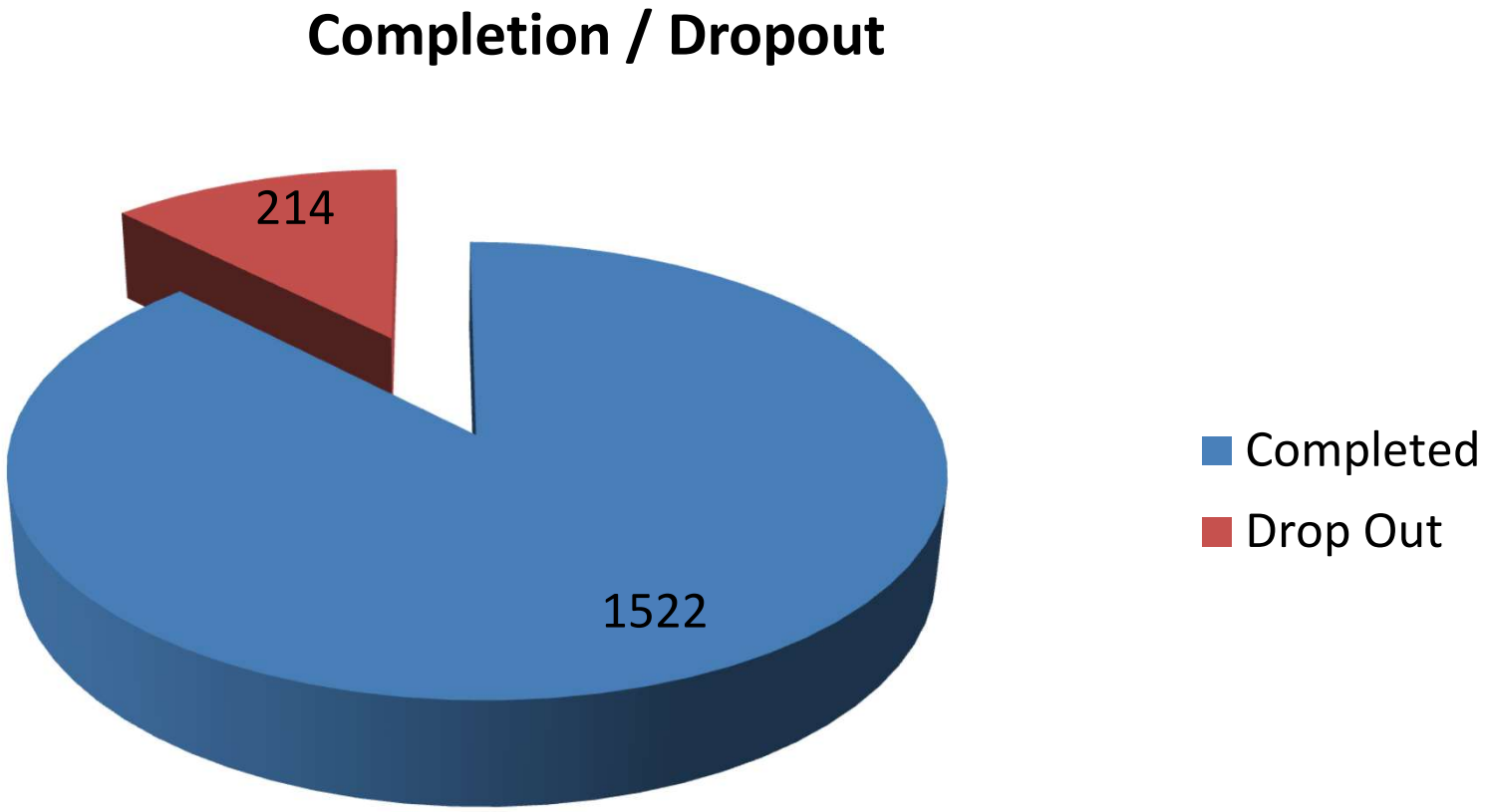
♡ 1 Reply Share 1

Add a comment...

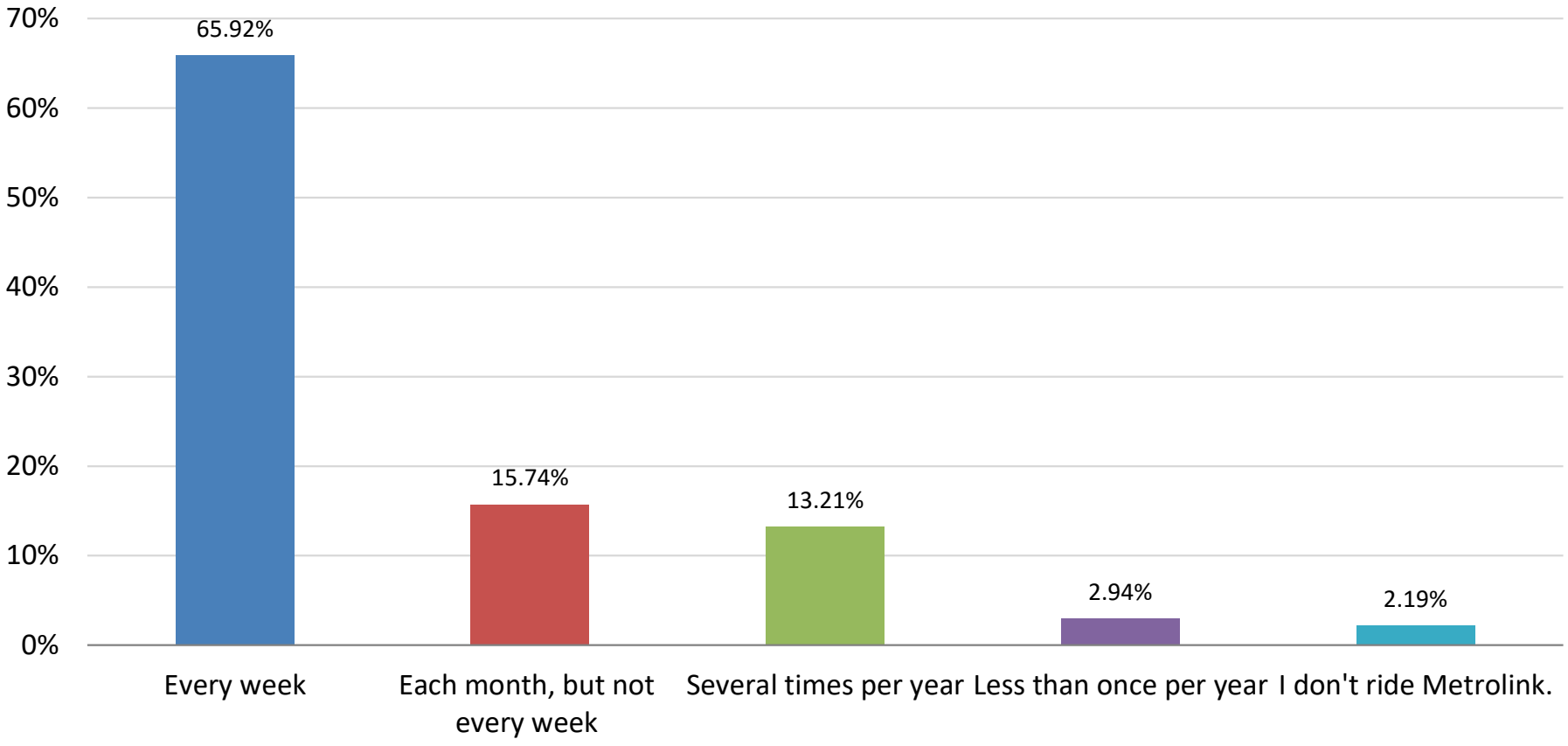
FARE AND SERVICE CHANGE TITLE VI SURVEY

QuestionPro

Overall Survey Statistics

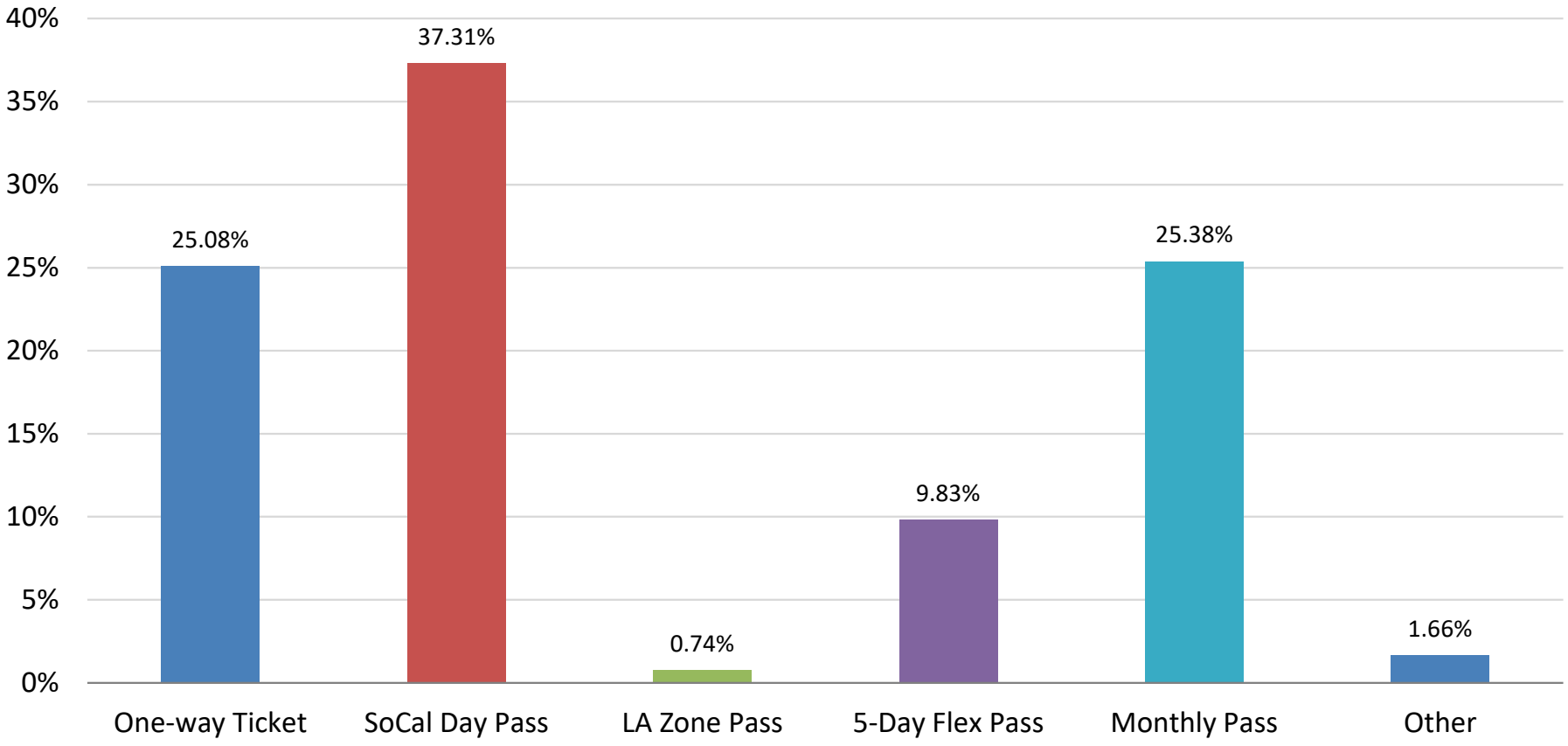


First, please tell us about yourself.How frequently do you ride Metrolink?



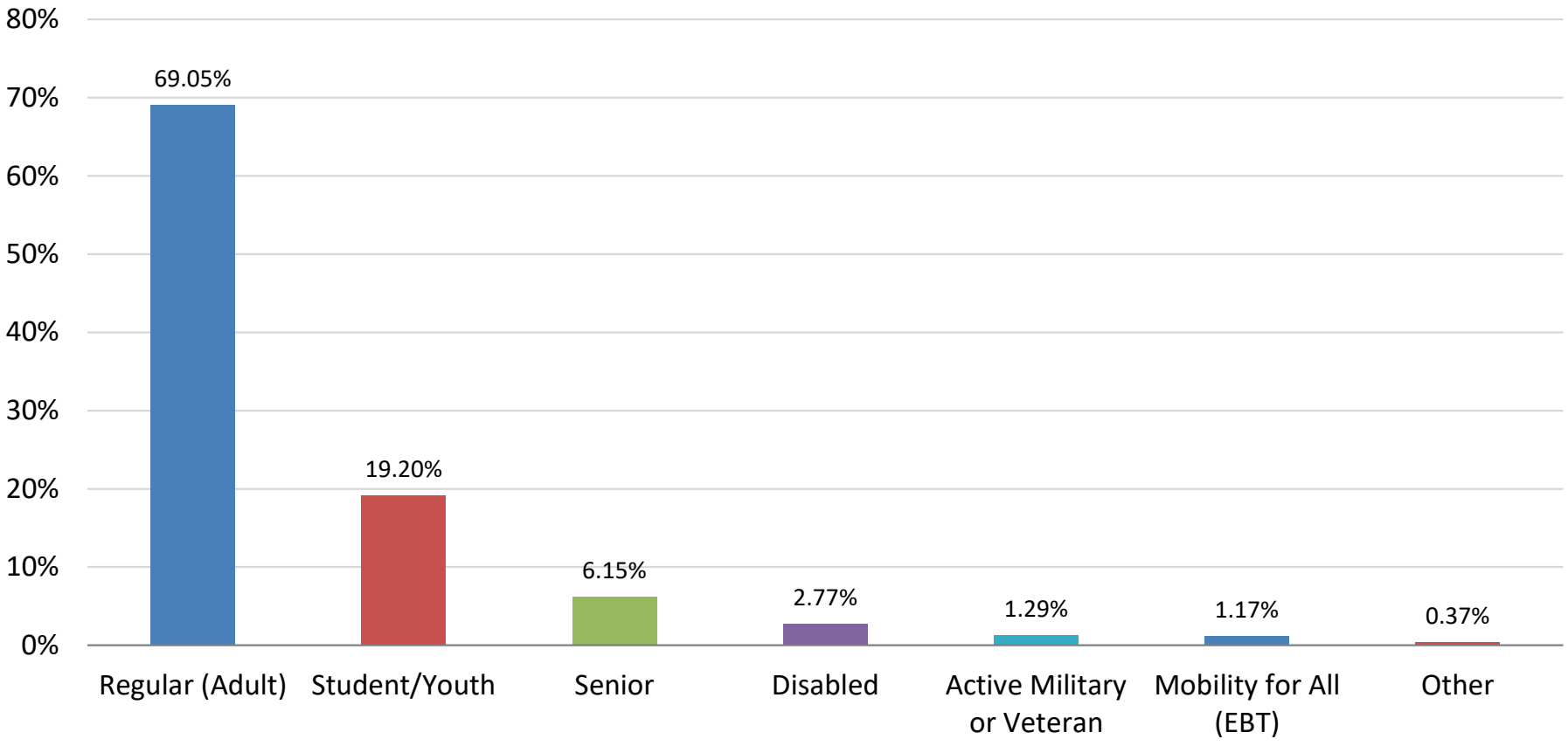
Mean : 1.597 | Confidence Interval @ 95% : [1.552 - 1.643] | Standard Deviation : 0.972 | Standard Error : 0.023

What ticket types do you use most frequently?



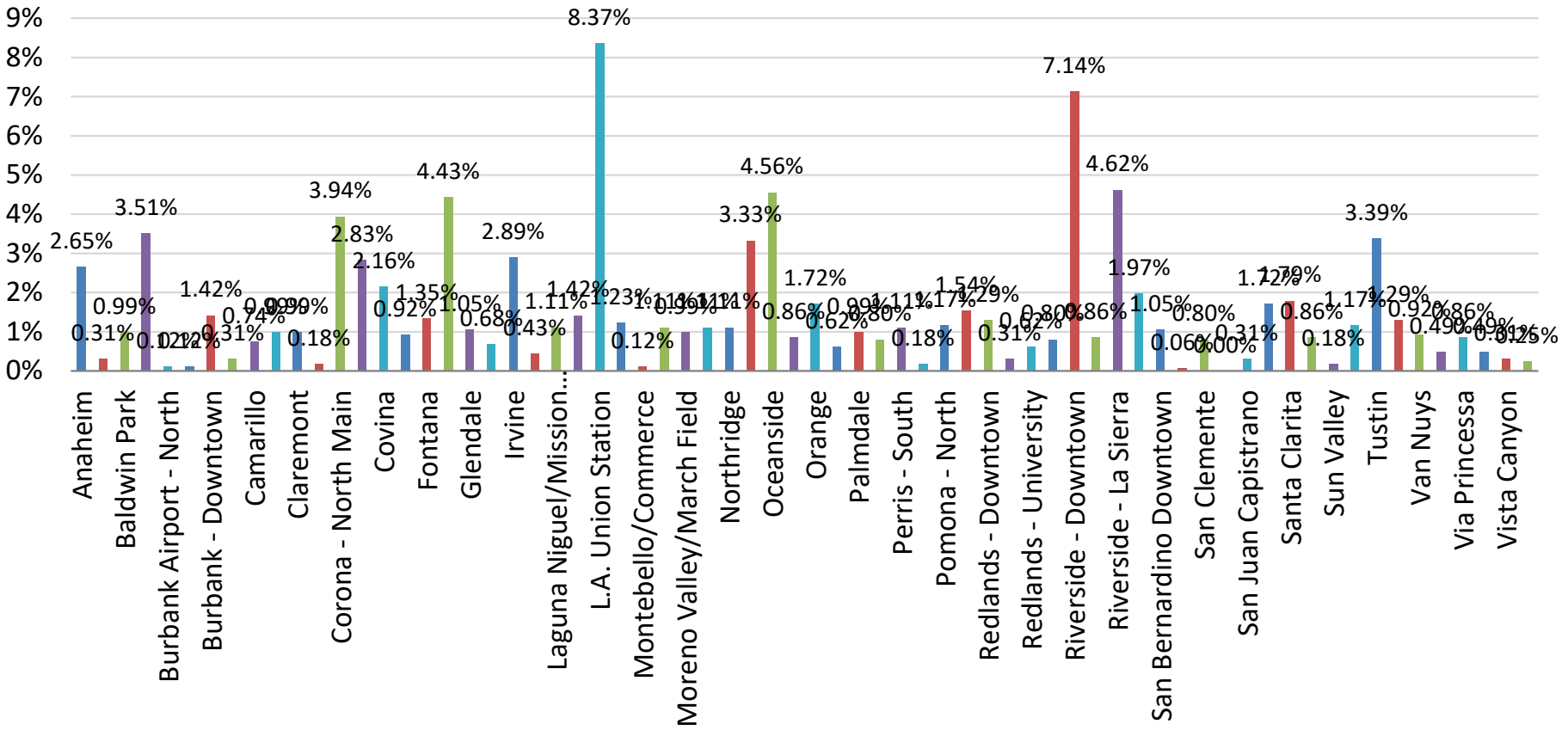
Mean : 2.781 | Confidence Interval @ 95% : [2.703 - 2.859] | Standard Deviation : 1.610 | Standard Error : 0.040

What type of fare do you use?



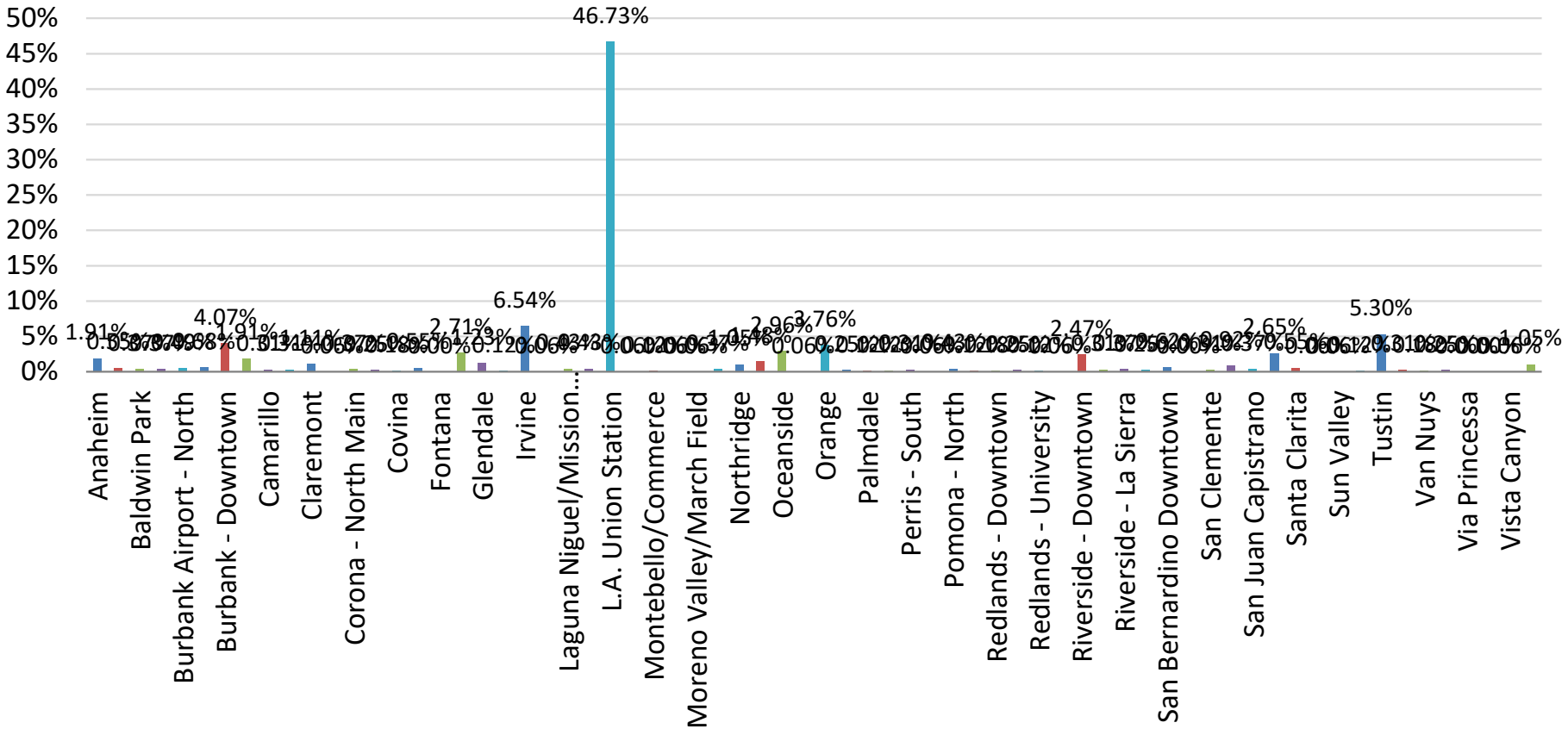
Mean : 1.530 | Confidence Interval @ 95% : [1.481 - 1.580] | Standard Deviation : 1.019 | Standard Error : 0.025

At which Metrolink station near your home do you normally start your trip?



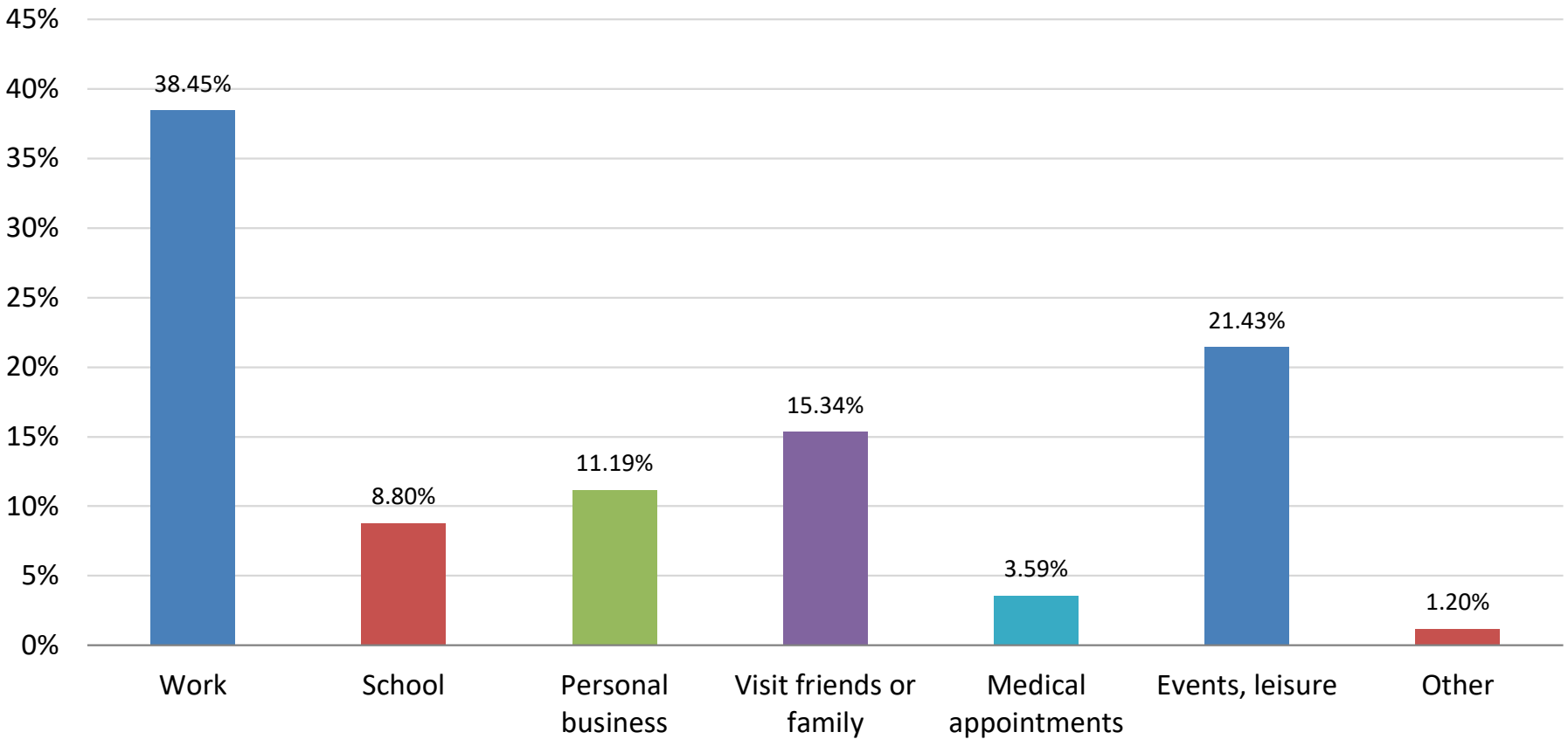
Mean : 32.216 | Confidence Interval @ 95% : [31.350 - 33.081] | Standard Deviation : 17.798 | Standard Error : 0.442

And what is the Metrolink station at your destination?



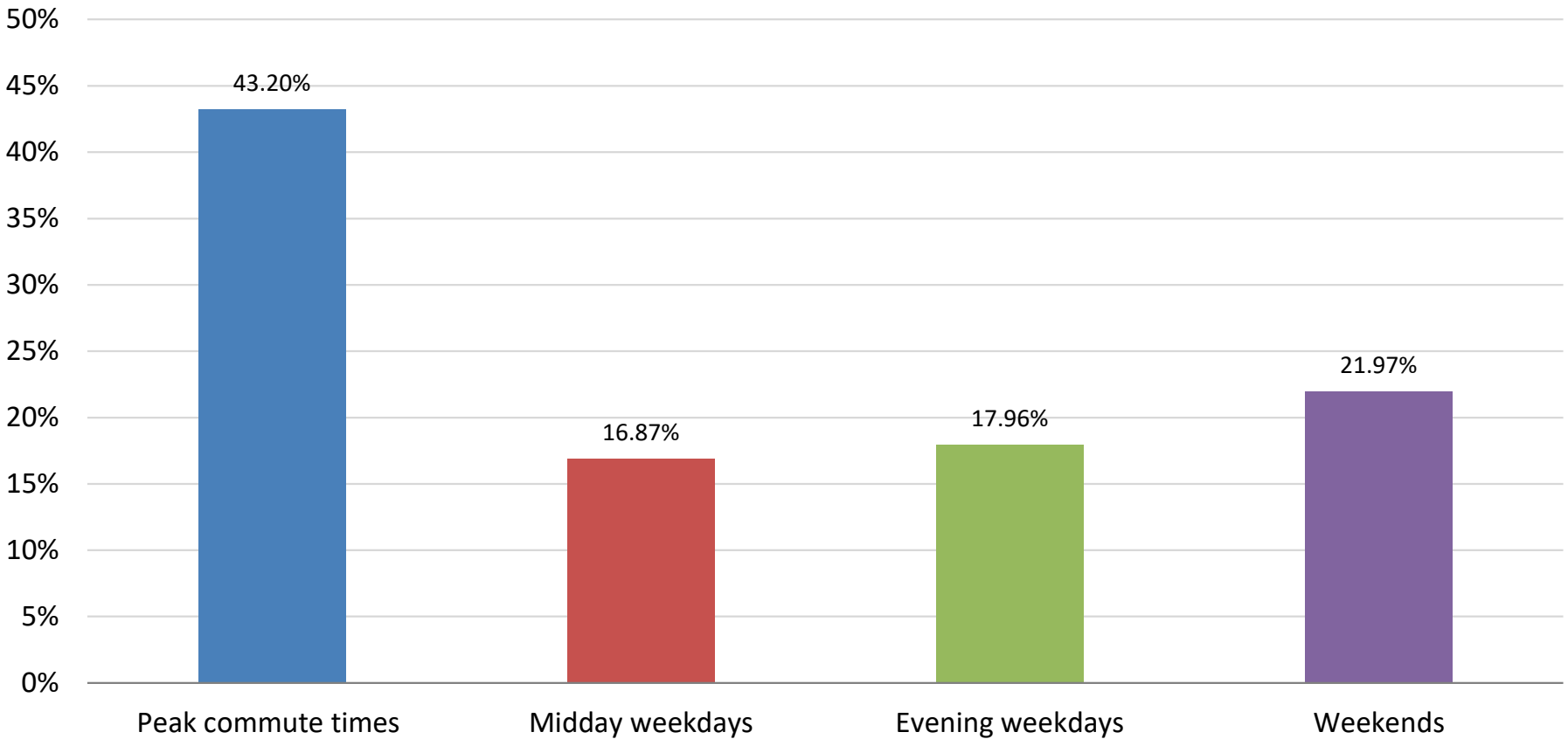
Mean : 28.293 | Confidence Interval @ 95% : [27.573 - 29.013] | Standard Deviation : 14.791 | Standard Error : 0.367

For what purpose do you usually ride Metrolink? (Check all that apply)



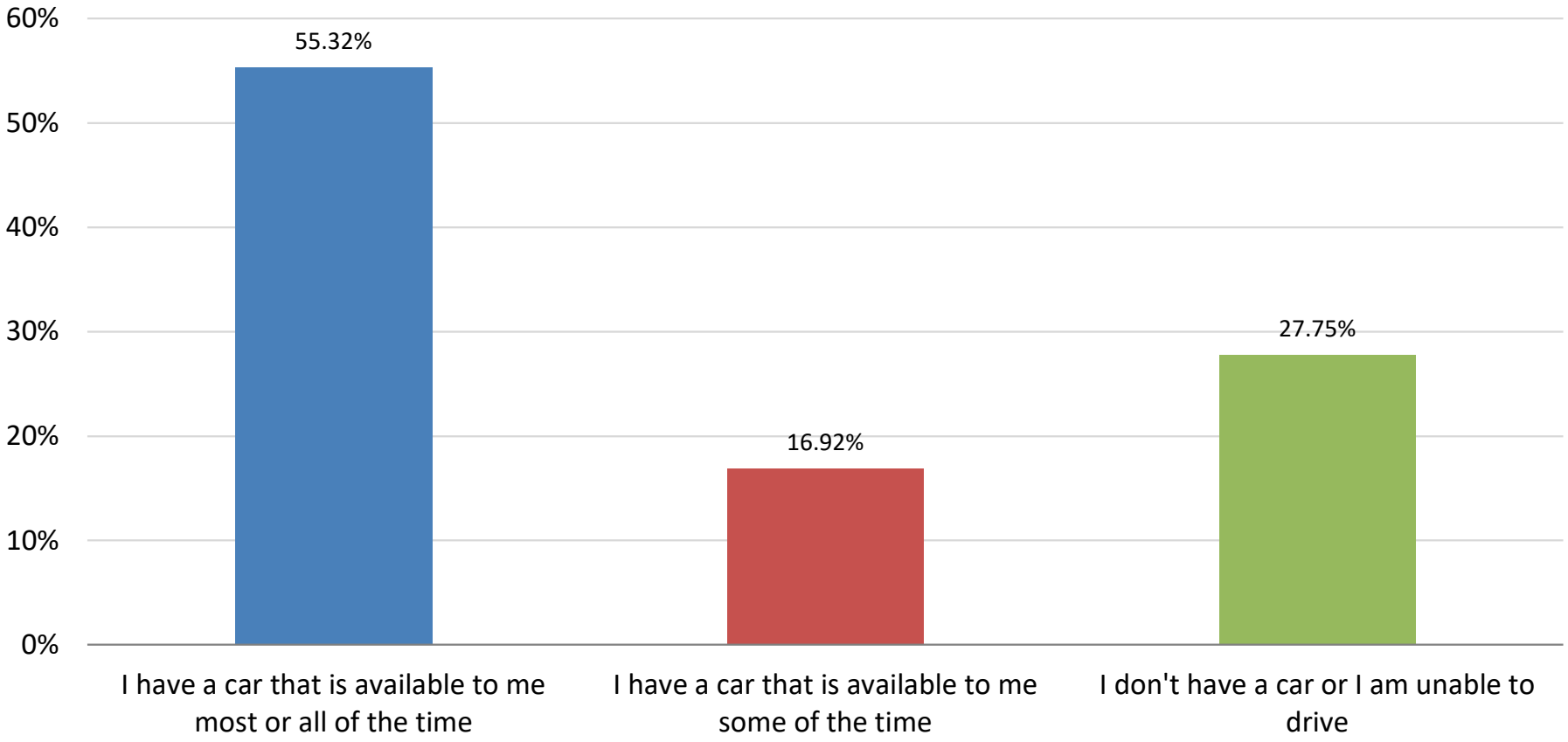
Mean : 3.059 | Confidence Interval @ 95% : [2.986 - 3.132] | Standard Deviation : 2.010 | Standard Error : 0.037

During which of these times are you most likely to ride?



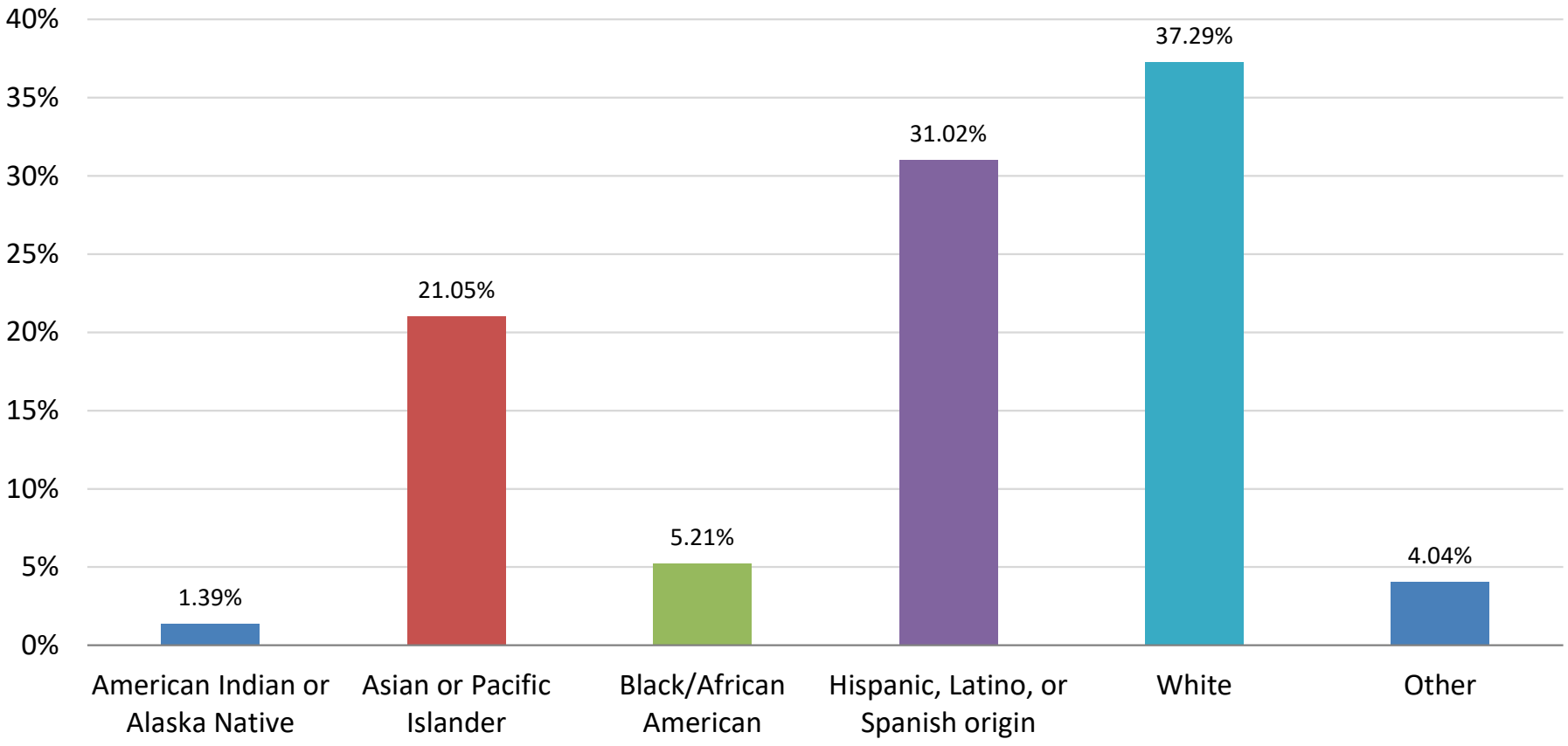
Mean : 2.187 | Confidence Interval @ 95% : [2.143 - 2.231] | Standard Deviation : 1.207 | Standard Error : 0.022

Do you have access to a car?



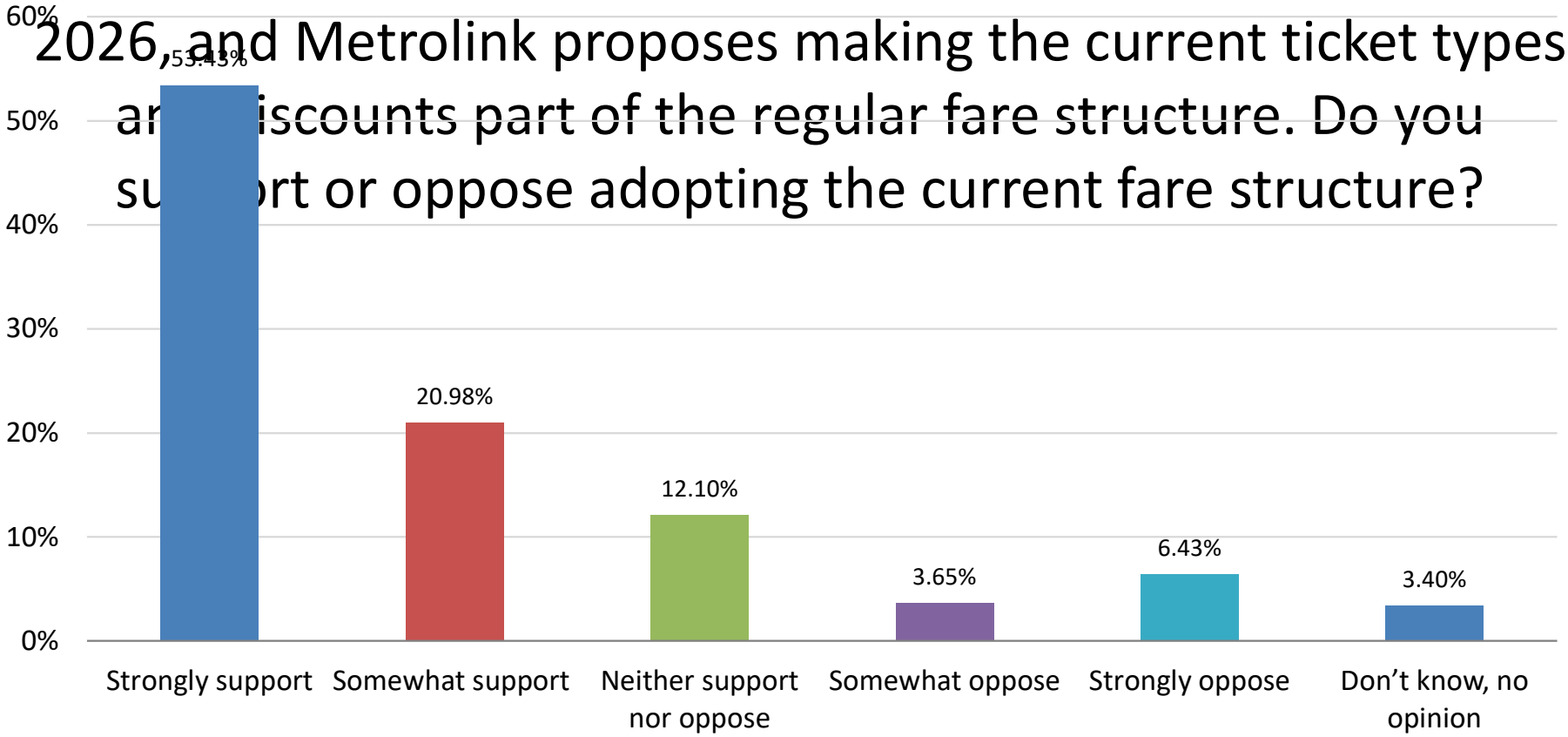
Mean : 1.724 | Confidence Interval @ 95% : [1.682 - 1.767] | Standard Deviation : 0.869 | Standard Error : 0.022

Metrolink strives to hear from all groups of riders. Please tell us which ethnic groups you most closely identify with?



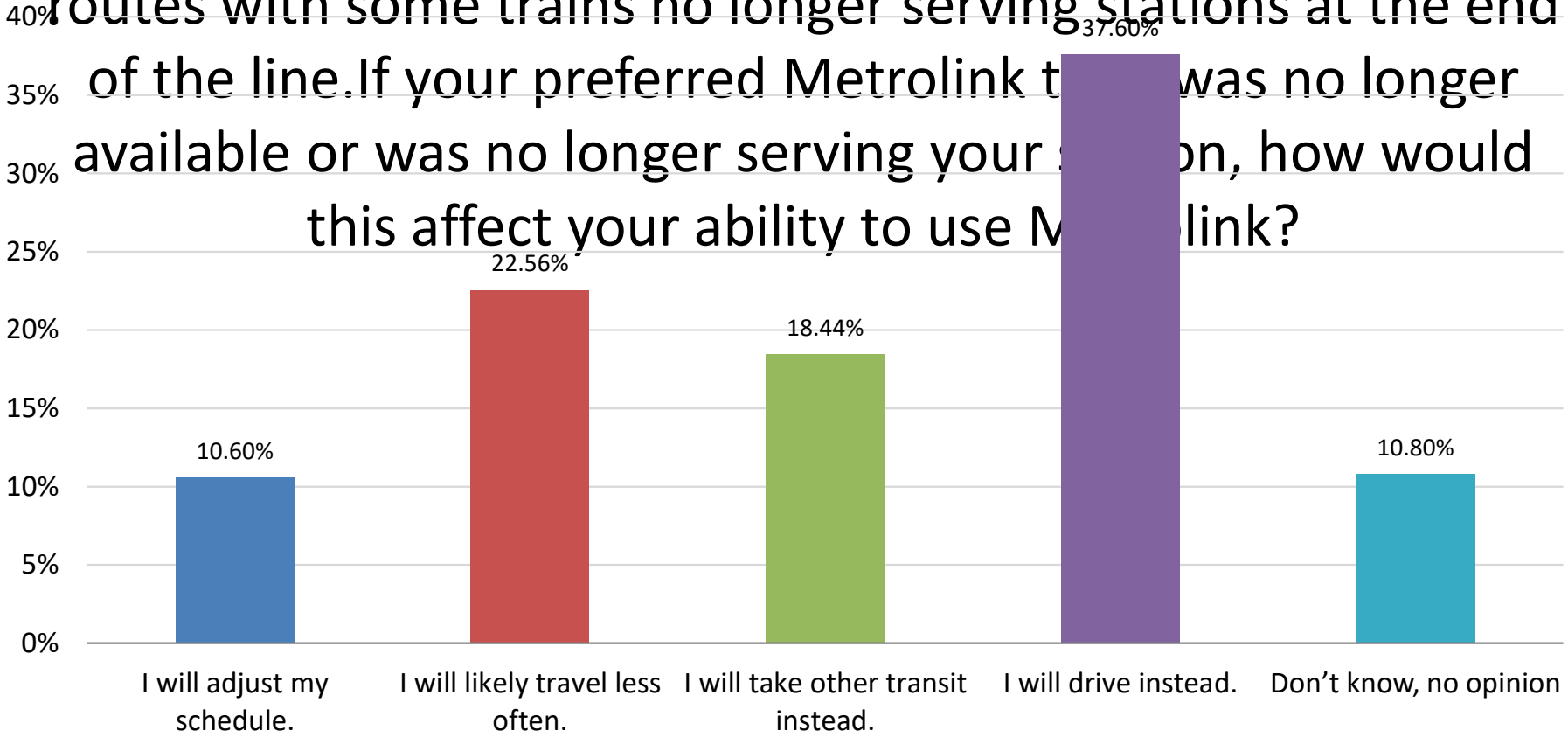
Mean : 3.939 | Confidence Interval @ 95% : [3.882 - 3.997] | Standard Deviation : 1.245 | Standard Error : 0.029

prices, and expanded discounts, as shown below. "Current ticket types:One-way TicketSoCal Day PassL.A. Zone Day Pass5-Day Flex PassMonthly PassCurrent rider discounts:StudentSeniorDisabledActive Military/VeteransLow-income The fare pilot will end in June 2026, and Metrolink proposes making the current ticket types and discounts part of the regular fare structure. Do you support or oppose adopting the current fare structure?



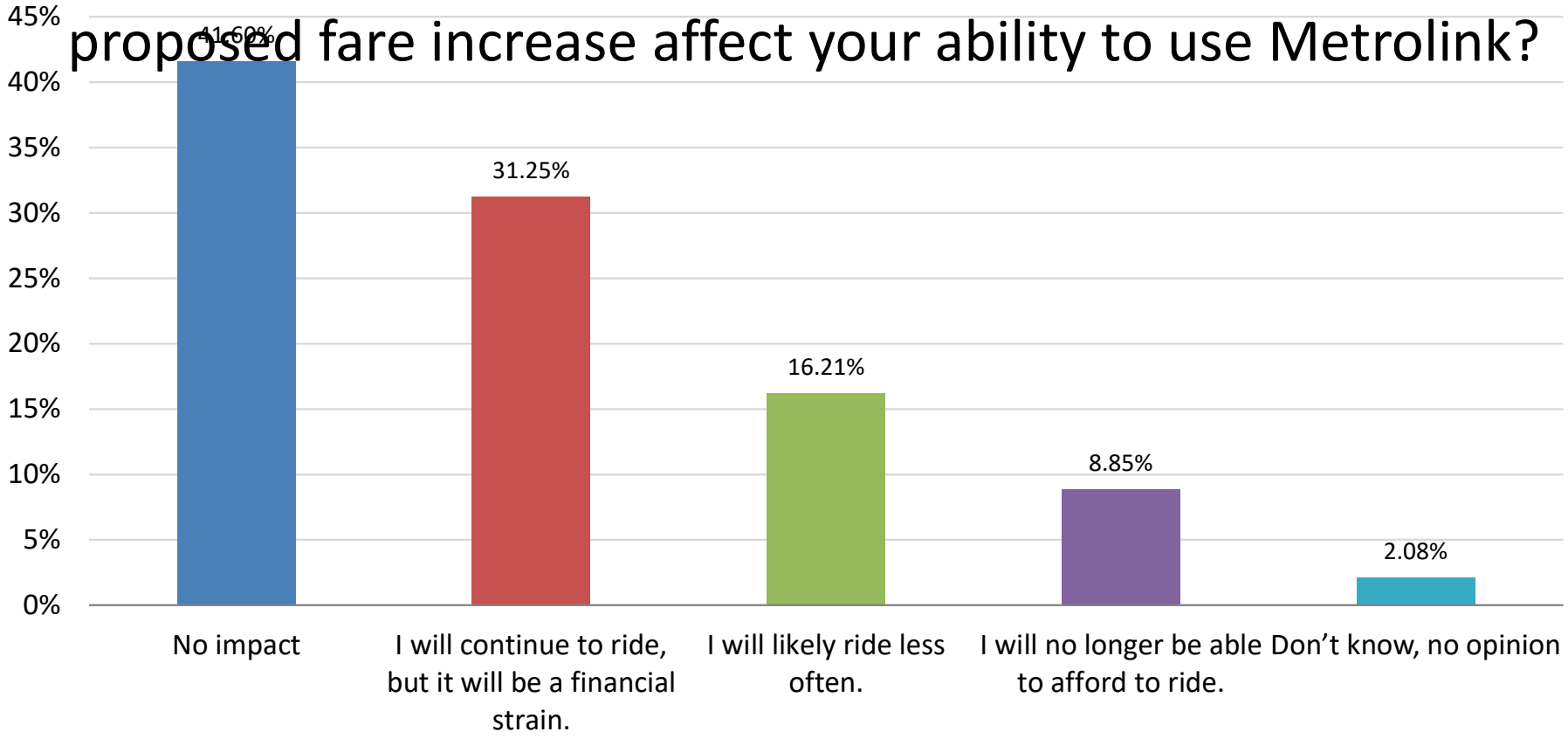
Mean : 1.989 | Confidence Interval @ 95% : [1.920 - 2.057] | Standard Deviation : 1.388 | Standard Error : 0.035

operating fewer trains and raising some fares.Potential service cuts may include a reduction in weekday trains during the peak, midday, and evenings, and on weekends. It may also result in longer wait times between trains and shortened routes with some trains no longer serving stations at the end of the line.If your preferred Metrolink t was no longer available or was no longer serving your s on, how would this affect your ability to use M link?



Mean : 3.154 | Confidence Interval @ 95% : [3.095 - 3.214] | Standard Deviation : 1.198 | Standard Error : 0.030

types starting as early as October 2020. This will be Metrolink's first fare increase in 13 years, and potential changes will: Raise fares for One-Way Tickets by up to 15%.Raise the regular price of the SoCal Day Pass by up to $2 on weekends, and by up to $5 on weekdays.How will the proposed fare increase affect your ability to use Metrolink?



Mean : 1.986 | Confidence Interval @ 95% : [1.933 - 2.039] | Standard Deviation : 1.058 | Standard Error : 0.027

Do you wish to comment on this proposal?

Response ID	Response
59208235	I am supportive of this structure as I find the monthly pass effective.
59208181	The fare pilot is acceptable, but I had no issues with the previous fare structure either. I suggest that the pilot discounted fares too much, which hasn't helped the system's financial picture. However, I would be satisfied if this becomes the normal fare structure as I see opportunities to use the SoCal Day Pass sometimes.
59207454	It is extremely important not to raise fares. the current overall system works well.
59206155	Please do not reduce weekday service. I am new to using metrolink to commute from Riverside to Torrance and it has been a huge relief. However right now the last train home for me leaves at 5:33pm. I am already leaving work early and taking calls from transit to finish out my workday just to catch my ride home. My worst fear rn is missing that train and not being able to get home without paying $$$ for a rideshare. I would rather pay more for the metrolink monthly pass if it meant I am less likely to get stranded.If cuts to metrolink are too severe I will have to drive the commute which is the worst option overall for my health and wallet.
59205226	Weekend operation is a must especially with rising gas prices, public transportation is a necessity to low income communities
59203107	Raising ticket prices by up to 15% will make my daily commute too expensive and put a heavy financial strain on my budget.Public transit should remain affordable so people can continue to use it.
59201975	Please bring back weekend pass
59201955	I’m fine with it

Response ID	Response
59201803	Would need to see prices and understand what each pass gives you to make a decision on how I feel about it. But would definitely use the metro more if they have more departure and arrival times, especially on weekends. It's very difficult to use without having to be on a strict schedule to return home.
59201783	Please have more evening choices coming to inland empire SB or Riv
59201617	Allowing discounts or a free transfer onto a city bus. For example, my husband wants to take the Perris train to Redlands, but still has a ways to go for his job.
59201602	We need trains that run later and more frequently especially on weekends
59199493	Lower fares and train availability during mid day will help specially for those of us that in case or emergency, need to ride back home
59199234	These ticket types are easier to understand
59199199	Extend the Covina line with a straight shot to Riverside!! Should not take 3.5 hours to get from Covina to Riverside midtown. A stop in downtown would be great then could ride bike to midtown.
59199131	I was able to ride much more often with the student free ticket. The day pass is simpler then the previous fare though.
59199105	I believe discounts and lower fares should be available to public.
59198999	Commuters probably deserve the most say since they use the tracks most often, but i love being able to hop on the train with my family for a baseball game to skip the traffic and parking mess. We go down to the mission Inn Capistrano the same way. I'd love to see a published list of destinations and suggested routes to use the tracks

Response ID	Response
59198964	I do not mind paying more on my fares if this can offset service reductions.
59198940	Please continue beach train service. I miss traveling to LA because of all the homeless and crime. Used to ride to LA on Metrolink all the time.
59198875	I liked the current fare choices. It's more simplified and easy to understand. Compared to Amtrak, I think metrolink does a better job making fares easy to understand.
59198784	Have been very happy with Metrolink. Please keep up the good work!
59198760	no
59198723	Metrolink is vital when it come to public transportation. Now with gas prices going up we are seeing more and more people using the Metrolink
59198700	Keep it reasonable.i live close to Metrolink in riverside, I have to commute to SB depot to get train to El monte. A train river side to SB would help. There are many commuters on the train
59198692	I understand this may need to change in order to continue service
59198671	I love the current price. I have access to a car but personally am scared of driving to further areas and taking the metro feels safer to me. It’s a fun way to get out and visit another city with the family for events or laisure
59198607	I like the proposal. Please consider more travel option for the typical start and end times for work shifts (6am, 7am, 8am, 4pm, 5pm, 6pm)

Response ID	Response
59198513	Please bring back free college commuter passes . Excellent program that was very helpful
59198503	Wish they had more metros running back-and-forth
59198479	I would like the round trip ticket to return to simplify trips and the kids ride free promotion
59198476	Please expand services to include evenings and weekends. The IE would love the ability to attend events in LA without having to use a car.
59198468	Please keep the weekend service!! Especially to the beach and to Union Station
59198456	I feel like a ticket that covers all trips like the socal day pass is the best option.
59198240	Metro is helping a lot of people to commute, it is so essential for certain category, especially with this economy. it is the only transportation that can connect different counties and facilitate and reduce time and burdens on a lot of working people
59198228	Please do not raise ticket prices. with Gas prices rising and Toll Lanes charges increasing, more and more people are using Metrolink to commute for work and school. They should not be reducing train schedules but INCREASING the frequency of trains available to accommodate more people! With cost of living, food, etc going up, people are looking further and further away from home for employment and better wages. The metrolink makes this possible! Raising ticket fees and reducing train schedules is hurting the PEOPLE :(
59196262	I love Metrolink! I would probably look for a different job closer to home without it.
59196129	I am writing to express my strong opposition to the proposed fare increases and

Response ID	Response
59195768	Some of the fares makes no sense - I.e. a 5 day flex pass is considerably more expensive than 5 SoCal day passes and includes more restrictions. You need to incentivize people to buy more expensive, restrictive tickets
59189600	The ability to buy Metrolink one-way tickets in advance, 7-day passes, and round-trip tickets should be reinstated, which these removals have affronted convenience.
59189526	Current structure is good. Dont change it.
59156340	I am content with this proposal. But I am very concerned about shortening some train routes, or even eliminating; especially given that I commute from Oceanside station to LA Union station so as to serve my patients at L.A. General hospital. Driving would be out of the question.
59156234	I think starting with reducing midday trains is the starting point, I've taken several of them and they are very low riders, most of the time I have a whole car to myself on the other hand the peak times has limited seated a lot of the times which confirms peak time trains should be left alone midday and very late trains along with weekend trains should take the big hit before peak and rate increases
59152884	No
59151790	As a PhD student who commutes from Buena Park/Fullerton to Riverside for classes and my job as a teaching assistant, I benefit greatly from the student discount. In a perfect world, I would prefer to have the discount remain permanent, or even for the Student Adventure Pass to be reinstated. However, I am far more concerned about the service reductions that have already taken place and the possibility of even more cuts. I would pay more if it meant saving Metrolink's funding.

Response ID	Response
59149684	As a student, there are many great benefits to having access to low fare pricing. I do not make much money. I do not have a regular income. Gas is expensive. So comparably, student fare pricing is much cheaper and it is easily accessible. I became partially disabled and cannot drive long distances due to a recent traumatic car accident. Using the Metrolink allows me to feel empowered, independent, and safe. It motivates me because it allows me to travel long distances without having to be in constant fight-or-flight mode behind the wheel when driving through LA traffic.
59149483	I think the new fare structure is a significant discount from the old fare structure. As a user, I'm fine with keeping this fare structure. I hope the lost revenue isn't the reason for the immense service cuts being considered.
59149418	It helps a great deal for me knowing it makes things easier on riders
59149378	Bring back the one-time round trip ticket option.
59149278	Although I use the senior rate whenever I travel on Metrolink Trains, and in this era of inflation find the fares an unusually good deal, I am willing to accept a fare increase in order to help Metrolink cover its expenses, as well as support a reasonable reduction of fares for seniors. 50% is a bit too generous. How about 40%?Finally, please don't reduce service to the Camarillo station. Its easy freeway access and final stop out of the Ventura County metro area makes it particularly valuable.
59148405	Please do not cut metrolink service. It is essential for all residents in the 5 counties Metrolink operates. Traffic will get worse with less service. You car people do realize that, right?

Response ID	Response
59144938	It makes the ticket buying process more simple and more accessible to everyone.
59144869	I love the current ticket structure
59144824	my office is close to my home, so I only use Metrolink trains, during the evening of weekday or weekends. the big issues are no late-night train for Orange County line, if we day pass user can take some Amtrak late train back to home from Union Station, it will increase the frequency of a lot of people usage.
59142641	I am willing to pay more to keep the current service. I oppose reducing service.
59142578	No
59142559	I appreciate the day pass and senior rates.
59142525	It's already set at a good price. Some people already struggle to pay the fair so raising the fair more will be even worse on some people.
59142012	I would have kept round trip tickets as an option but either way is good.
59141722	I like the current arrangement of simplified options. It covers all the bases.
59141328	Metrolink is an economic engine connecting SoCal and a lifeline for car-free citizens like me.

Response ID	Response
59141199	If you don't have enough revenue, you should evaluate where you can charge riders more to recover more costs. It doesn't appear Metrolink has done this.
59141159	We need trains and they need to be cheap so everyone can ride. In fact we need many more tracks-trains and times. Why don’t you Use some of the billions that are being ripped off in that high speed train joke.
59140939	Please don’t raise fare prices
59139474	I would like to comment that as a work commuters, we need the 605 to leave from Oceanside again and 622 to extend to Oceanside again. This makes the most sense as a customer, potentially eliminate the 601 route.
59139209	As long as ticket prices stay the same. The government pushes public transportation to minimize global warming and gas and all that crap. Now it gets threatened to reduce and raise prices? It does not make sense. I have taken the train for 5 years and there is definitely an increase in passengers. Now is it because of corporate greed the prices rise?
59138540	It’s important for me and the community to keep the weekend trains running. We have very few options in SoCal for affordable public transportation please don’t take this away from us!!!!
59138524	The fare structure has been fine, though I don't think it's the best structure that could be used. Other similar transit services have far more streamlined fare structures.
59138490	ticket prices should not be increasing considering the state of the economy- that would gravely impact thousands of commuters. Trains should also not be suspended

Response ID	Response
59138324	I wish I didn’t have to wake up so early to make the 515 train
59138316	Please keep affordable fares & flexible scheduling.! We need the Metrolink options
59138131	I understand why prices may go up because costs increase over time, but I don’t understand why scheduled services would be cut. Personally, I think there should actually be more service, not less. There are already frequent delays, especially during peak morning hours when many people rely on Metrolink to get to work on time. Reducing service would make commuting even harder for riders who depend on the train every day.
59137650	As usual it is much more important to provide more service than to keep pairs low although keeping prayers low as far as allowing passes even an increase in the price of pass of day weekday and weekend passes would be better than cutting service liberals which I am one of myself often have the misguided perception that keeping fairs low is more important than service well it is vastly vastly more important to provide a higher level of service than it keeps hair slow it sort of a false perception of middle-class people that low-income people need low affairs well they do but it's much much more important for them to have more service and fares because if there's no service you can't go anywhere and it doesn't matter what the fair is so again it's a vastly more important to have more service it's important to maintain service at night seven days a week and to all locations to people can access many different locations the trips are longer frequency although very very important is less important than span and level of service for days per week running on a consistent headway every 1 hour every 2 hours is much more important than other things so as far as frequency you can easily make connections and remember the service

Response ID	Response
59135975	The problem is if your going to increase then you have to have more rides or space. For example the train from orange to riverside at 5pm is packed people are even sitting on the floor there has to be more cars or a service like at 4pm people.
59135948	Reducing expenses including unnecessary programs, employees and contractors that have nothing to do with running trains will reduce the need for service cuts and fee increases. Find people who are good at maximizing output with existing resources.
59135947	It makes no sense than a five ticket pack costs more than 5 SocCal day passes
59135902	Lower daily fares and expand hours of train operations. More train times available.
59135896	The current fare system is mostly fine, but it is confusing and inconvenient that there isn't a "round-trip" option between shorter trips. A SoCal Day pass costs $15, but my daily trip would only cost maybe $13-14. Bring back an option for "round-trip."
59135868	I wasn't using the metrolink before the fair was revised, but this structure is simple and easy to us
59135841	I think the current fare structure works great.
59135817	Need later trains in Orange County line, so I can stay late in LA
59133423	Keep temp closed lines open!
59133414	NA

Response ID	Response
59133392	Please leave as is do not increase price.I have to pay $5 parking daily.
59133383	Lower ticket prices
59133192	I have found Metrolink's ticket pricing to be fair and I prefer the train versus driving when I travel from OC to Burbank on a one way ticket
59133172	I support keeping the current ticket types and discounts. In particular, the SoCal Day Pass has been a great option for me; its flexibility and affordability means I am much more likely to take the train to visit friends and attend events in Orange County and Los Angeles on both weekdays and weekends.
59133115	While I love the idea of the SoCal Day Pass, having to purchase a new ticket every single day is frustrating during the months when buying a Monthly Pass doesn't make financial sense - I take the train into the office four days a week and the Monthly Pass is still more expensive than buying a SoCal Day Pass
59132978	This fare structure is affordable for me
59132864	Yes. I belive that any service reductions to Metrolink service are at the detriment of people who rely on it to commute. Metrolink is a commuter rail system at its core, not leisure travel or a novelty item like Pacific Surfliner service. If service cuts or changes must be made, I suggest cutting the midday trains and aligning service with rush hour commuter windows. Train service from say 6am to 10am and then 5pm to 11pm obviously doesnt serve "everybody" but it serves the most number of commuters with minimal disruptopns.
59132681	If Metrolink faces financial issues, I would be fine with increasing ticket prices to maintain the number of routes and reliability. Otherwise, it seems they will get fewer

Response ID	Response
59132085	No
59132004	We need to feed families
59131999	Fare structure is still too complicated. Distance based zones with taps on and taps off to allow for benefits and fare automation is the way to go.
59131994	I want to be able to leave LA Union station and go home south in the evening after theater events are done at the Music Center and DC Pavillion.
59131983	Dont reduce train service timings. A little higher price is still ok
59131980	I NEED this train to keep functioning. I am a disabled person and because of the exorbitant costs of living in my hometown, Orange, I had to move in with family. I live in a very rural area and I need to ask a family member to functionally take me on a roadtrip just to get to the Oceanside station for me to get to the Orange station, to visit the city I grew up and my family there. Cutting weekend access to this line seperates me from my only community, from my family, from my doctors. As a disabled person, this train is my ONLY way of getting through the world
59131973	I strongly oppose service reductions, as I find current service extremely limited especially between San Diego and Orange Counties. Raising fares is a much better option than reducing service, but low and lower-middle income major discounts are essential for people.
59131971	It’s okay to raise the fare for those who use Metrolink. What is not cool…is late and delayed train service whether it be in the morning or in the afternoon. I feel that when this happens a commuter should be able to recoup the fare for that day the train is late. If delayed Metrolink should give a valid reason. I’m tired of paying for

Response ID	Response
59131945	Metrolink is already an overpriced service. For the unreliability and inconvenience that Metrolink usually has/causes, it's fare is far too high. I live in the mountains and often commute to San Bernardino and take the train to Riverside, Orange County, or DTLA but when there isn't an ongoing war impacting oil prices, it's usually cheaper and faster to drive. Metrolink offers lacking value for money as is.
59131937	Bring back the old schedule, even if you have to raise the fare. Clean your trains, clean your restrooms. Be on time
59131900	The current tickets are very simple to understand and use. I think the LA zone day pass should be renamed to something more specific though
59131857	Look, if you have to increase the cost of tickets, I totally understand. However, you need more lines to be operating.
59131844	I am in favor of supporting the current fare structure given the raising economic costs for all most Americans, but more so for Californians. I support reducing smog by choosing to carpool and using the Metrolink transportation, which in turn helps me save on the raising gas prices. I ask that the board seriously consider relocating tax payer funds to further help subsidize Metrolink's budget. No sense in sending California's tax payer funds for use in federal expenses which we have a small control over. PLEASE consider NOT raising the current fare rate, or if absolutely necessary - use the TAX funds we already pay.
59131776	This service is a lifeline to so many socal commuters in this economy, hearing about the budget cuts is like a knife to the heart, this should be considered an essential service for everyone, like food.

Response ID	Response
59131673	Those people should get discounts, but if it is the regular price then that is not bad
59131672	Fare increases would be an acceptable tradeoff if the system can be optimized for commuters (sufficient trains during commute times with reliable operation).
59131634	I would support not raising fares if possible but if you need to maintain or increase train times, I would support paying more.
59131627	don’t know what the test prices are
59131615	No
59131583	i want to be able to buy a round-trip ticket again. its annoying have to buy two one-way tickets.
59131518	Please consider the expansion instead of reduction. More and better service and expand the business to improve profitability
59131462	A flat rate across the board would aid with the financial crisis Metrolink is experiencing. Most governments pay for public transport services. Therefore the cost often doesn’t affect the public sector.
59131361	I believe that the current fare structure is fine. The concern is how to ensure that each train rider has a valid ticket. During the trip, people get in and off the train. The conductor checks ticket at a certain point but that is not sufficient to make sure that everyone who gets in has a valid ticket for the trip
59131357	I am okay with increasing fares but hope you will not cut service

Response ID	Response
59130871	I'm using the Metrolink again now that the D is online. I thought these fares were a pretty good deal.
59130753	Yes the current SoCal Day Pass needs to stay
59130521	Gas is too expensive so is uber we can't reduce the train schedules and cancel the late night trains especially the 11:39pm to Lancaster
59130516	Mantengan el programa piloto con mayores descuentos y más frecuencias en sus rutas a diferentes destinos y excelentes conexiones.
59130483	two reasons I like this structure: for the same price of round trip fare, we can use it all day now. 2. The LA Zone Pass is a good value.
59130443	ok
59130437	no
59130433	Out of respect for their service, fares for Veterans should be priced similarly to senior/student fares. Where I, a student, commute one-way, a veteran pays nearly double in their fare which does not feel fair
59130424	No
59130421	I don't oppose a fare hike as long as more consideration is given to North San Diego ridership In the mornings.

Response ID	Response
59130366	It seems silly to write this because I know that there are only a few who have the power to change anything and they will probably never read this. But if they did, I would know, because the Orange County line would open up an afternoon line South. And all the lines would become more efficient using Metrolink's own data, which probably shows an increase in ridership post covid. I write this mostly for my fellow commuters. They are the ones, who in the age of soaring gas and insurance prices, overwhelmed electrical grids, and lack of public transportation have decided to ride an archaic form of transport, which also happens to be the most efficient in this degraded modern era. Those who have the provisional power to change our course from this degradation have had the opportunity to change it all along. Myself, along with other commuters have written for years attempting to voice and remedy accumulating issues. Unfortunately, the solution will probably come at the cost of the mother, father, son, daughter, working class commuter. Please feel free to contact me in the future for any questions about possible solutions.
59130339	If making the current ticket types and discounts is the only change Metrolink proposes, then I am in agreement with implementing the fare adjustment.
59130311	Buying a ticket daily is quite tedious. However, the fare decreased slightly under the new structure, so I'm okay working through the friction to get the discount.
59130307	As a hybrid employee, buying a one-way ticket allows me to be flexible in my commute without the commitment to a a weekly or monthly pass that may go to waste on some days
59130292	Make weekend and evening travel affordable with inexpensive links to Amtrak. I want to be able to attend weekend events and be able to get home later at night.

Response ID	Response
59129890	Please keep fares low!!
59129888	A 10% increase across the board would be a fair adjustment
59129873	With gas increase & the state looking to bill EVs for mileage, public transportation like this is the last relief to those in need
59129864	I depend on the affordability and availability of the trains to get to work. Reducing the amount of trains that commuters like me rely on would be devastating. If my tax money can go towards wars I don't think we should be starting, why can't some of those taxes go towards meeting citizens basic needs like transportation?
59129048	It is a fair price, as long as it doesn't further increase
59128976	I think it’s better to slightly increase the fares rather than eliminate the weekend service. I rely heavily on the weekend trains running.
59128935	Honestly I'm cool if you raise the fares but don't eliminate weekend service at all. I do have a driver's license and I hate driving with a passion. It's a shame that you are doing this at a time where the Metro D Line extension has opened not too long ago. We should be improving transit instead of eliminating it completely.
59128934	I think these changes have been really great and a major improvement over the old fare structure.
59128924	Low income should pay normal fares
59128856	Although I do strongly support the current fare prices that were implemented, I have no issue with fares being increased for weekends. Weekday, daily commuters should have more accessible tickets as they are the ones using the system the most. Even if

Response ID	Response
59128811	You could run either the OC or 91 Riverside trains up to Fullerton. From there just consolidate the 91 Riverside and OC trains. Yes, that would be a train change, but better than canceling a train. From Fullerton u don't need both trains 7 minutes apart.
59128774	Raising fares would make riding public transportation unaffordable.
59128745	No
59128740	Some customers cannot afford to pay regular prices to ride the train, like disabled adults , handicap , veterans and seniors. Most are on a limited income , which barely gives them enough money to live . I know first hand because my daughter is a disabled adult. She cannot afford a studio or even a room for rent. Everything is so much money.
59128723	I like how it simplifies things.
59128722	I literally don’t care how much it costs just enforce ticket payment so we don’t get crazies and bring back the midnight train
59128721	My usual destination is from Baldwin Park to Los Angeles. The prices and minutes between buses for Metrolink are just not as competitive as with Metro. Their daily fare cap is $5/day and then rides are free. I usually take the 707 for $1.75 all the way into LA in the morning and back in the afternoon for a total of $3.25. I often make it home without paying more than that.The price to service time for Metrolink are way too high and long to justify taking it. At most, regular fare Metro riders could spend $72/4 weeks. The price offered for me for a monthly pass on Metrolink is $131.25.The price:service is just a little better than what Metrolink currently offers.

Response ID	Response
59128680	Whatever it takes to maintain service.
59128677	This is intended to be affordable public transportation for everyday commuters. There have already been reductions to the IE–OC line—how much further can service be reduced without making it impractical for riders? There have also been cuts to train frequency and available cars.
59128673	We need more trains not fewer. Make the trains better than driving, it’s possible!!
59128671	The proposal to reduce frequency of trains will be tough on many people. Rising gas charges will make it more harder.
59128670	fare as proposed is logical and does not adversely impact weekly commute for work.
59128665	No
59128657	Prices arent the issue, its train frequency and reliability
59128637	Because of reduced trains, I am not able to buy round trip. I actually have to buy 2 one way tickets across 2 different train lines. to and from different stations- 4 stations in a day is ridiculous
59128622	Fares should be cheaper. More people would ride. I also support the full electrification of the train.
59128614	It's simple and easy to understand.

Response ID	Response
59128595	Not sure why military or veterans should get a discount, but marginalized low income/disabled should still get a discounted fare with documentation
59128572	Wasn't there a 30-day flex pass? Something that you can use within 90 days? I miss that.
59128568	Open more schedule times for SB to OC/Oceanside rides and I will ride every day. A lot of jobs are available in OC and San Diego it will benefit us a lot. If you extend the schedule for this routes I am ok paying the regular fare. Also I visit my grandparents in LA so I use Metrolink service a lot. And I use the student discount but if you open the lines and schedule for these rutes I won't mind to pay regular fare as long as I can avoid traffic. I don't like to long drive.
59128557	The increase price of fares led me to start weighing the price of attending school or saving money and not attending. I relied a lot on the student adventure pass
59128552	As a college student paying more would become unafforable to me
59128546	I support keeping current fare structure because it is great for so many of us riders and it is something we all really appreciate and need
59128544	Please don't reduce trains during peak hours, the train is my primary method of commuting to work.
59128521	Students should ride free.
59128461	whatever it is, do not remove my trains from schedule.
59128436	I think it is reasonable for those who are low income and seniors or disabled. My son rides it every day to commute to DTLA for his job and he is willing to pay the adult

Response ID	Response
59128422	With the current schedule, I can't use Metrolink. You don't accommodate commuters that work south of Laguna Niguel/Mission Viejo.
59128296	Seniors should be able to ride for free to encourage them. To use the service more.
59128054	Already had to adjust from the last changes of fewer options, this may cause job to terminate my position this time.
59127438	I don't think prices need to rise up at this time. The pilot program is a great price and in this economy it's already breaking my budget.
59127128	Bring back more train schedules
59127115	The current fare structure heavily limits my ability to leave the house, the zone pass is nice but distance brackets might be a bit more useful given how many people travel just far enough to cross the newhall pass (who have to now use two one way tickets as the round trip has been removed)
59127101	Stay with current prices.
59127070	The current fare price is fair to all level of income. If the fare price increases, it would make sense to see more security, renovation, and cleanliness. However, I do notice more older adults and senior citizens riding the metrolink train now. More than ever before. Raising the prices would definitely affect their ability to commute. Perhap they cant afford it no longer. This can go the same for everyone. As metrolink uses renewable energy sources to fuel the trains, doesn't this make it more resonable to keep the prices the same? There is definitely a save from using diesel fuel or regular grade gas. A 15%-20% increase is too much for a one way fare. Perhap this percentage would make sense for two-way (someone departing at one location and

Response ID	Response
59126968	I think the fare types/ prices are fair. But I think the lack of trains commuting up to the Antelope Valley in the morning is hurting a lot of people who live in the SCV or greater LA area that work throughout the Antelope Valley. The first train doesn't leave Santa Clarita until 10:40am and arrives to Lancaster at 11:50am. I think there needs to be more options to arrive earlier.
59126909	Metrolink is an important part of our community, please do all you can to keep it going strong!
59126709	5 day flex pass should be price of 1/4 montlmhly pass
59126701	The train is essential . I wish there were more to get to and from school
59126630	Fare prices were reduced, which likely add to financial pressures.
59126592	No
59126584	As a middle class my tax dollars are subsidizing and I have to pay full price. Why offer discounts- charge everyone the same - especially on weekends most people are going for leisure- not necessity- why should that be discounted
59126472	This is a lifeline due the severely increased gasoline prices - you should not increase prices.
59126468	There is word circulating in communities that the fare prices will go up and there will be fewer trains and stops. If the prices are "going up" or reflect this pilot pricing that was supposed to be a part of a "pilot" then the quality and extent of services need to go. Other major cities have their trains running well into the evening, some even past midnight. I think with the rising cost of commuting via car, there needs to be more

Response ID	Response
59126432	Keep it simple
59126424	The current fare structure is much easier to navigate and purchase tickets. I'd like for it to stay in effect.
59126421	I think the new fares have been reasonable and the new structure makes logical sense. My only complaint is I believe the LA Day Pass should have more stations accessible such as the Norwalk/SFS station whitch resides in LA county.
59126391	The day pass is great. I actually didn't know about it and the last times I used Metrolink, my group of 4 bought round-trips as usual (more expensive than the pass). So please keep the day pass.
59126386	Keep rates the same
59126355	Please double the fares if you have to. I'm happy to pay more. I am TIME sensitive, not price sensitive. DO NOT CUT SERVICE. You need to increase service as it is / I can barely use metrolink anymore because your service is so infrequent and ends too soon. I wish I could actually use metrolink but the low service frequency and lack of night/weekend service make it unsuitable for most of my travel.
59126333	As long as Richard E. Moreno isn't on the train harassing my mother anymore. Why is he still working there. He has done this in the past to other women
59126331	No
59126325	I support fares that help support Metrolink without taking away routes.
59126315	The current fair structure seems fair and straightforward. Don't see a need to change it

Response ID	Response
59126304	On days that I had to go to work each day of the week, but not necessarily the entire month, I appreciated the cost of the week (7-day) pass. However, the current structure is fine with me and my usage.
59126301	Besides the monthly pass, there is no discounted pass for everyday rider.Also monthly pass is expensive for an adult who only use for workdays. Would love to see the cheaper monthly pass which can ideally drop to about $150, makes the most sense. Thank you!
59126295	I am concerned that reducing service will negatively impact my ability to continue to commute on Metrolink, have a fairly regular need to use off peak service to go to LA on the 91 line later or return to Corona early. I am less concerned and understand the need to increase fares however this could significantly reduce ridership. Thank you for the opportunity to comment.
59126290	Current prices are fine, but don't raise them higher!
59126288	Discounted prices for commuters like me are helpful and help us establish which fares to commit to.
59126287	Service reductions are costly for everyone--it increases taxes because it impacts our roads and freeways more, increases traffic and therefore delays and accidents as well. Investing in more service times would mean an increase in ridership. Please extend and increase services, especially in south orange county. Bus schedules, even in combination with train schedules, are a complete joke and unusable. Going from south OC to North OC takes HOURS and is completely unreasonable.
59126281	If prices need to be raised to cover costs, then raise the prices.

Response ID	Response
59126221	I don’t think the fare is the problem- I appreciate that I can ride for a reduced fare but would rather have a safer trip!
59126211	The current ticket dates and discounts make it affordable for people to commute to school and work, especially those who cannot otherwise make that trip.
59126209	I support the current fare structure, but I understand the need to increase fares to offset higher fuel, maintenance, and personnel costs. I especially like the SoCal Day Pass (one flat fee) for all-day riding and transfers.
59126203	When I was a student, having lower discounts on tickets or even having free Metrolink rides with a Student ID were vital for me to afford getting to work, especially since I was on such a low income. I always see students taking the train, especially from Cal State LA and the later run times are so important for them to get home safely.
59126201	I used Metrolink 5 days a week for 7-8 years. I now use rarely due to the peak hours wait time of 1 hour between trains. I personally would recommend more trains during peak hours and would be okay with increased costs during peak hours. This would likely increase ridership and increase income as needed. Please look at the larger picture.
59126174	As I'm unable to drive, I rely on public transportation to get between Orange and Los Angeles Counties. Bus service is limited and at times of tbe evening completely unavailable. Amtrak is a hardship on my income and rideshare services like Lyft and Uber are completely impossible. Even if the reduced fares I use now were discontinued, Metrolink is my only viable option.

Response ID	Response
59126134	Metrolink should be doing everything in it power to add more service not less. I have started riding Metrolink more in the past coming years due to increases in service and have seen an uptick among my peers who are aware and have ridden Metrolink. We have made great progress in the past couple years and slashing Metrolink service would be counterproductive and regretful.
59126125	Please bring back the 4:12pm train that arrives in Irvine station to Orange. I commute to work everyday and it takes me longer to get home since it's gone. I'm saving up for a car. Thank you for providing transport home.
59126123	$15 Weekday, $10 weekend is a good price
59126122	The LA zone pass needs to be swapped for the round trip tickets which for sure need to come back. Also the weekend ticket should also be raised by 5 if the weekday is being raised by 5 which creates consistency.
59126120	No, I have no comments
59126116	To clarify, I support keeping the current ticket prices because I believe it's the most affordable for folks right now, especially if they are travelling short distances. I do wish weekday student prices were slightly cheaper but for students like me, it makes travelling by train feel like a bargain.
59126115	Metrolink is already limited on my area. No weekend service. Increase fare and reduce service will create negative impact. While LA Metro is keep expanding with route and services.
59126104	With gas prices soaring to historic levels, the accessibility Metrolink gives those of us who live in Oceanside to commute to LA with ease and stability is needed now more

Response ID	Response
59126061	Please do not change this fare structure. It will be confusing to riders and we are already accustomed to the tickets types we need
59126045	I like the simplification, it can help retain riders.
59125156	Fare structure is perfectly fine, and can afford to go up a few dollars. But that doesn't matter if there are fewer trains to take people to and from their destinations
59124708	Yes - as someone who often has to commute from OC to UCLA for an 8-5 work day, Metrolink (coupled with LA Metro) is a critical commuting service. Unfortunately, the expansion of the D Line is not yet complete, so the journey across L.A. takes a long time. Getting back to Union Station in time to make the last Metrolink train back to OC while still fulfilling my required shift is impossible with the current service schedule. We need at least one later service option.
59124251	Current ticket prices are okay. the bigger issue is the availability of train rides as a result of the reduced schedule
59124232	You need to continue making the Metrolink accessible to all residents. We need to make fares more reasonable so that we will use public transportation. If we look at other cities around the world, public transportation is very accessible and cost effective. Why do we have such an issue getting people to use public transportation? Reduce fares and provide service where it is mostly needed. Look at your data and make decisions that will help most of the people.
59124228	If it is necessary to raise ticket prices to allow for the most service possible, then I support an increase of fares over service cuts.
59124227	Keep fares the same at least for another year. We are already paying high on gas

Response ID	Response
59124100	Simple ticket prices make sense!
59124099	I don't want tickets to be cut. A lot of people rely on the metro link to get them to work and it is a cost efficient way to travel. Cutting tickets would lead to some people to lose their jobs while they sort out other means of transportation or a closer job. Leaving less options for people is not okay
59124091	Keeping the fares affordable is key in encouraging people to ride the trains.
59123911	I think it's very upsetting and alarming to propose an increase to ticket prices when Southern California is already becoming increasingly unaffordable.
59123895	Raising prices without more frequent stops and times to ride is not cool at all.
59123883	I am grateful for the metrolink and was looking to comment requesting more late night metrolink trains. I believe increasing the availability and accessibility of the metrolink trains would help our economy recover from many things. I do not support the proposed'Potential service reductions that may include: Fewer trains during peak hours, resulting in longer wait times. Elimination of weekend service. Fewer midday and late-night trains. Adjustments to lines, including shortened routes with some trains no longer serving stations at the end of the line.'Each of these proposals are discriminatory to working class people. During the oil crisis we are in, even more people need the metrolink. There is the opportunity to make metrolink more trendy as more people look for affordable modes of transportation. Metrolink should be taking the lead in providing the cultural shift towards public transportation. The proposed service reductions are harmful to all communities alike. Let it be known plain and clearly that the people are against said service reductions. I hope this

Response ID	Response
59123814	It would be nice to make the Daypass available for purchase 5 or 10 days vs. having to buy it every single day
59123809	It makes it difficult for me to afford the train
59123808	Please keep train schedules available, as the limited train schedule is the only reason I can't ride more often. Trains being available to ride every hour is what makes MetroLink accessible.
59123788	If there were more times the metro ran I would take it regularly, we need improved schedule not cutbacks. I used to work in SB and live in Corona there was a metro station across my office and one a block away from where I lived but no line from Corona to San Bernardino to get to work between 6-8am
59123779	If it means to make every ticket the same price, then I oppose it. But if it means to increase all the ticket prices by the same percentage, then I understand.
59123777	It makes the metro system more accessible to everyone as in the public.
59123769	I really appreciated the free adventure pass for students from 2023-2025. It was incredibly helpful to my daily commute to UC Irvine. While the 50% discount for students has also been great this year, I have had to readjust my monthly budget and it does place a financial strain on me.
59123766	I am okay with the current discounts and fare structure becoming part of the regular Metrolink fare structure. But only so long as it does it not constitute any fare increases that would price people like myself, and others who are less fortunate, out of service. We rely on Metrolink having fair prices to be able commute, and without that would be left hopeless as many of us cannot afford getting a car, or being at the

Response ID	Response
59123650	Cheaper for everyone.
59123637	Metrolink is vital to the community and an essential service. Losing access to would create a significant burden. One thing that needs to be fixed is people riding the train for free. This is lost revenue for Metrolink.
59123623	Keep train schedules as they are or add trains even if rates need to increased
59123621	Keeping fares reasonably priced and increasing, not decreasing the number of trains coming through will increase usage. I would use the train much more if it came more than once an hour or had later evening options.
59123593	Having certain groups discounted is important for access.
59123547	Its fine, so long as you don't cut train service.
59123533	I love riding the Metrolink. The prices are affordable for me being a senior citizen. I feel safe on the train and I do not have to worry about traffic and driving my car. I do travel during the week and I appreciate the relationship with Metrolink and Amtrak.
59123531	It
59123530	Young people today are learning to drive at lower rates than previous generations. Having lower fares for students encourages them to form the transit habit and use something other than Uber to get around.
59123520	Add more service, don’t cut. With gas so high, we need Metrolink more than ever.

Response ID	Response
59123505	No
59123503	I would except a small increase if means keeping the current schedule with modifications to weekend and holiday schedule
59123498	raise fares but don't cut service
59123484	While I have appreciated the deeply discounted fare structure provided by the SoCal Day Pass, I'm concerned that it isn't generating sufficient revenue for Metrolink. Amtrak charges $56 for a round trip between Oceanside and Union Station, and their trains fill up. How could Metrolink possibly afford to only charge riders $15? With Metrolink's financial problems, I am concerned that the agency will implement a 'balancing act' by insufficiently raising fares while also cutting service to Oceanside. I believe I speak for most long-distance riders when I say that I would rather you charge what you need to charge to preserve service, especially NB peak morning service and SB mid/late afternoon SB service.
59123483	Please work with the state in order to secure funding for this very valuable transportation source for many people in SoCal. With rising gas prices, alternative transportation choices are vital for society. If schedules worked with typical 9-5 schedules rider numbers would be boosted significantly as many people struggle to afford gas! We may also face a gas shortage.
59123440	I think it would be quite devastating to end weekend trains. I take the Metrolink train on weekends very often to visit family and friends, and the train is usually bustling with families doing the same, so much so that it is sometimes difficult to find an open seat. I think other options should be considered before ending the weekend

Response ID	Response
59122834	Round trip tickets were much easier when you commute in the morning and evening, it doesn't make sense why you wouldn't have that available
59122798	No
59122751	The only thing I thought was strange was that the 5 day flex pass is not equivalent or less than a SoCal Day Pass. The flex works out to be $16.65 per trip and the day pass is $15.
59122748	Please do not get rid of the train services, I understand a fair increase but 5 dollars for weekdays is a lot for most people. 5 dollars 3 times a week back and fourth is over 90 dollars extra. I would support an increase of 2.50. If prices get to high people will just ride the bus or stop riding all together. Please stay , you mean so much to so many people. Thank you
59122726	keep the metrolink the way it is!! it is vital and the only form of transportation for a lot of us commuting Americans. Public transportation is a need.
59122702	N/a
59122695	In today's economy, those discounts are extremely important for those of us who are riding the train to help save on gas and avoid costly vehicle repairs.
59122674	My support is strongly in favor of that means the prices remain as is.
59122634	Fares aren't my concern, it's quality. Increases in fares to improve rolling stock and staffing would be welcomed so long as they improve the riding experience.
59122622	I am really grateful for the Metrolink services which I believe will be the response from other regular commuters as well. I have been taking Metrolink for work for the

Response ID	Response
59122616	Please do not cancel any more East Ventura trains. I rely on the 104 East Ventura to Union Station to commute to work and the 127 at 4:30pm on the return trip to East Ventura. These 2 trains are the lifeblood of my job and livelihood. I rely on them to get to work and get back home. Cancelling any of these trains will be detrimental to my commute as there will be no other options at a reasonable time. Please consider cancelling non-peak hour or mid day trains and also cancel service to special events such as X Games or Strawberry festival at the Ventura Fairgrounds.
59122614	90% of rides are going to work/school. Trains are for those who come into office not work from home. Please focus on having trains available to us to get to work and schools and have us back home without having to wait an hour after 5:00 pm - we are getting home after 7 pm - we miss our 5:15 pm train even 5:30 pm from Santa Ana is still better than 5:52 pm when we are off at 5:00 pm. we need to get to our families to have dinner and not just to get home and go to sleep. The schedule approved October 2024 has us all at our destination 45 mins early and wasting additional 45 mins after work waiting for the train to go home. Wasted time on top of the commute time. And please clean the trains seats - unacceptable to have them filthy its can be a potential health hazard. How can Metrolink expect to keep riders if the schedules and conditions of the train are horrible. Metrolink needs to make decisions but 1st ride the train - check to make sure safety for riders is in order like cameras and alot of lights on the platform, security walking and not hiding in a corner somewhere. Please share why Metrolink is having financial struggles. is Orange and LA County not helping? Is money miss spent? Asking because alot of us had to adjust our work schedules to still have a job after Metrolink changed schedule in 2024.

Response ID	Response
59122563	Not too sure what to make of this proposal for the structure, but I would love to have Metrolink get back to close to normal ride ac Edd and availability as once originally did. As a rider who has lived both in LA county and Riverside County it was very convenient and helpful to riders like myself. It also, serves as a great alternative to driving dealing with congestion and freeways. Prices are decent, the pricing and availability is makes this service great for all people in SoCal. I hope there is a resolution and Metrolink can return in better than it did before.
59122552	Please keep prices low so more people can ride.
59122549	We need to add more trains not less, during peak hours the trains are very busy. These trains are used every day by many people.
59122455	Keep weekend service
59122445	I wish the passes were discounted more
59122403	I'm hoping fares do not increase making riding the trains less attractive. I'm also hopeful that if trains are cut, Metrolink strongly take into account the times trains are needed the most, which is during standard work hours.
59122370	I strongly support the ticket discounts (as a student with a disability) and the fare types. The monthly pass supports my usage, and I appreciate Metrolink's partnership with SBVC.
59122202	Although I understand the need to raise prices and reduce lines, I want to add that all the changes since 2024 have led me to solely take Foothill Transit. Prior to that, I would solely take Metrolink. Although the train is faster, the times provided by Foothill Transit have been more convenient for me as someone that commutes a long

Response ID	Response
59121425	I rely on the Metrolink for daily transportation. It allows me to safely commute to and from my location without having to worry about traffic or accidents I may have to encounter on my commute.
59121410	The current fare structure is good
59121375	Please continue to offer SoCal Day Passes so as to encourage Orange County Line ridership. San Juan Capistrano, San Clemente and Oceanside are some of the very popular destinations.
59121295	I was pleased at the fare reduction, but even at the old fare, the cost of a monthly pass was reasonable to me. The monthly pass cost is well below the cost of gas and maintenance on my vehicle, especially at the current rate of gas. While my company does provide a commuter allowance, I would still feel the same if I was paying out of pocket for the train pass.
59121104	I believe the monthly pass price went down last July. I'm not sure how that helps solve your problem, but I'd be okay with the price going back up to previous price.
59121089	oppose any fare increases
59121072	Your service is terrible. No early morning trains to LA from Orange County: arriving at or after 630am doesn't help commuters who start work before 6am.
59121062	I support the fare structure that incentivizes the regular riders, I purchase the monthly pass currently and utilize the pass a few days every week, most regular riders that commute for work utilize the trains during peak times. If trains are affected during peak times I would have to re-strategize my commute to work.

Response ID	Response
59120963	adjusting the fares is better than adjusting the schedule. We've lost a lot of trains times in the past 2 years already. Metrolink is about to just be a skeleton and skeletons aren't functional without their muscles and organs. Don't loose your heart
59120957	If multi-day passes are available (i.e. bundles of 5 or 10 day passes) at a slight discount off the cost of a day pass, I will buy and use them.
59120929	I already make an extra effort to take the train and reduce freeway/road congestion. further limiting hours around when I arrive and leave my work will make it harder to take the train, and lead to worse issues with congestion in my area. Please collaborate with other resources that are aiming to lessen congestion and keep more train times available.
59120916	The pricing is affordable and easy to understand. There's no guesswork for anyone interested in riding the train
59120907	I would like students to ride free and get rid of most of the other discounts, so that we can benefit new potential riders who can't afford to drive (legally).
59120858	This pilot fare program is affordable, convenient, and is what allows me to rely heavily on Metrolink, making it a trusted form of transportation.
59120852	It is a lot more affordable at the current 50 percent of student fares. I would like students just to still get a discount but maybe reduce it to 25 percent off.
59120835	Fare increase is not as important to me as the train cancellations are
59120829	Fares seem fair. No issues maintaining current fares
59120815	I hope senior fares stay affordable.

Response ID	Response
59120805	Raise rates if it will improve things but please enforce tickets and get unticketed vagrants off your trains. Frustrating that prosocial paying riders have to compensate for the large percentage of riders who do not pay but are not thrown off trains (or booted out of the bathroom they're hiding in and then thrown off the train). No more immunity for protected classes. Higher fares for everyone or no fares.
59120803	I used to purchase a roundtrip pass most times I rode, but the LA Zone day pass saves a bit of money on each trip. I'm hopeful that the fare prices won't change too much.
59120778	Hello,My name is Penney Libao Morris, a Corona resident who relies on the Metrolink to go to work in Orange County (Irvine), using the Tustin station. Metrolink allows me to go to work and maintain as much of a work life balance as possible as it keeps me sane, allowing me to avoid the treacherous and soul sucking 91 freeway. It grants my 74year old mother autonomy as she visits me from Downey, as she can no longer drive freeways.It allows me to go to downtown LA on weekends in peace. Please don’t take away or reduce any of the trains. You are literally doing the opposite of what every survey of its users has asked you to do - to increase frequency during peak hours and add more trains for leisure times. You say ridership is down but please consider reverting back to some old schedules. We don’t need more cars on the road - we need less. And Metrolink allows us to do this. What can we learn from NYC, BART, DC, Japan? Europe? Why can’t we do it here in so cal? In California - the 4th or 5th largest economy in the world?Thanks for your time. Cheers,
59120773	As someone who works in Downtown LA but lives in Burbank having the Metrolink as an option to get to and fro work has been invaluable.
59120772	Asking AGAIN for SB305 to arrive at Union Station no later than 6:25am. It is

Response ID	Response
59120702	I will stop riding the train if the fares increase. If you want to increase revenue conduct enforcement on the train. I see multiple people riding daily that never pay for fares. All they do is walk to the next cart when the conductor is checking tickets. The train is already crammed with people since the 357 train was removed from the schedule.
59120699	there should be options for discounted fare for Government workers, public service workers should be offered some type of discounted incentive
59120664	I really think that the Metrolink is fantastic. I may only use it once or twice a month, but I know people who take it to work every single day. its an integral part of the community and must be kept running!! my household loves the metrolink!
59120662	The student fair is a help financially but understand if it is not sustainable.
59120632	SoCalDay pass is a dumb name. It is confusing as there is also an LA zone pass. Stop trying to be something you aren't and name it a Day pass. Weekend day pass is also a ridiculously name because it is no longer a weekend pass and just a single day. We don't need a different name for the same product because the day is different. Not that difficult. It is easy enough to understand he day pass is less expensive on the weekend. Stop trying to reinvent the wheel and "reimagine". Price cutting opened the door to a people who causes problems and should not be allowed to ride the train. You cut prices, and let your trains become the shame of public transportation. There are better ways to accommodate the people who genuinely have less budget, and the discounts in place that take half price off are more than enough. Don't feed the poverty trap!
59120603	And I strongly oppose the 15% increase. Why cannot be a 5% increase? Not everybody

Response ID	Response
59120487	I have no problem with you having to raise fairs a couple of dollars. The southern California Dave pass is a wonderful bargain even with a two dollar increase. I really appreciate your service and use it a couple times a month to go up to museums and such in LA.
59120422	Do not hurt us by price increase. You want us to use the train but want to cut trains during peak times. Stop running the trains that are empty during the day. You want to inconvenience a large amount of riders. Stop the day trains. The working people need this train. We take a bus to the train. Then have you wait 30 more min before the train allow you to board. If you cancel trains at peak times we might not all fit and have to take the next train. This will have us miss work due to getting home so late. Please include actual riders in your decision making. I would love to be included. The people making the decisions don't ride the train on a regular basis. Try riding the train for a week. I commute for 6 years from San Bernardino to LA had to get a new car and my body on the freeway for over 3 hours everyday was all bad. I finally took the train and love it. Now these changed will make people go ahead and retire.
59120421	We shouldn’t have to be forced into this. We spent so much on public transit for the future Olympics to just cut it for every day use
59119972	Yes. Increasing the fares for anyone utilizing Mobility For All, like myself, will make it increasingly out of reach.Under the previous structure, I could ride to Oceanside as low as $5. Now it’s only as low as $7.50. It may not be much to most people, but sometimes that’s more than I have available.
59119525	Keep the SoCal Day Pass at least.
59118791	Liked when there was a 10 day flex pass

Response ID	Response
59118247	Well it was $10 and change, and now it's over $11, so I don't like the increase to be honest.
59118219	I feel eliminating entire service days and times is a terrible move. Up the fare if you must, but you will be leaving entire communities high and dry by simple stopping all trains. Commuters especially, people work weekends to you know. Also if you are hoping to make enough to stay afloat cutting weekend service is a death blow.
59118216	Just bring back the midnight train back to Lancaster and I'll be happy. The antelope valley has so many of your riders, we need that late night train
59118198	Increase is acceptable
59118192	If you're going to raise the rates, make a plan to service more trains.
59118190	The fare structure is fine although buying round trip tickets is convenient especially when purchasing for someone else. Currently the weekend day pass fulfills that purpose as the weekday day pass may be overpaying for shorter trips.
59118189	You are you're making it harder for seniors people are taking the first train and they missed one of the trains. They had to wait hour to catch the next train sometimes we don't get home until seven or 8 o'clock and you also are remove more trains from Saturday and Sunday and you should go really bad the people that commute to the train every single day not the people that takes the train once or twice a week or a month
59118184	SoCal pass is convenient for after work activities.
59118173	Some of the financial issues would be resolved if the no ticket rules would be

Response ID	Response
59118141	A price hike in the current fare will likely affect my willingness to ride to work as consistently as I have been for the past 8 years.
59118137	Being able to buy a monthly pass based off of the SoCal day pass pricing would be much more convenient.
59118131	Would like a One day round ticket, so I can use the ticket throughout the day on Metro and be able have one ticket during Monday - Friday. It feels like a better value that one way day ticket.The one way day ticket feels like rip off because one can not use it more than 4 hours in downtown LA, riding the Subway or other Metro buses. It would be more cost effect to drive into LA during the week.
59118084	It will hurt general ridership. We should be trying to get more riders.
59118077	I'm very new to using public transportation, but I've been genuinely impressed with how clean, safe, and reliable the system is. I believe it's highly underrated, and more effort should be put into promoting it to the public so people can better understand its value.I understand the challenges created by the current economic climate, and I agree that everyone must do their part. However, altering active train routes is not the right solution. Instead, we should encourage management to think more creatively and explore alternatives that minimize disruption.Our focus should be on reducing unnecessary trips, improving operational efficiency, and identifying additional funding sources that can support the system without impacting essential services.
59118062	Seems to give plenty of options
59118044	Maybe suspending some trains to improve or introduce newer models. Or increase

Response ID	Response
59118026	It seems like everybody gets a discount except for me and my age group.
59118012	the 5 day flex pass is not discounted enough, couple that with removing the 10 day flex pass. This does not make sense, it leaves you with having to do a single day option.
59117947	I believe Fares as of today are very much well balanced. But due to current conditions I wouldn't mind if fares were increased by a little (5% or 4%) I believe cutting down on operation hours would really impact people's lives in a negative way. I think people would understand if the fares are increased by a little and still have a full-time operational system.
59117941	no
59117932	An increase of fare rates would have an opposite effect for the many of us who have a car but are interested in riding Metrolink for fuel cost savings. At 15% increase in 1 way tickets, and $5 increase in all-day pass, it would no longer make financial sense for me to ride the train.Current high gas prices could be a great opportunity to increase public awareness of local public transit offerings, and increase recurring ridership within the existing schedules. More community outreach (social media, advertising), more corporate partnerships to give employees discount to for regular Metrolink use.More promotions to major sporting/entertainment events to increase public awareness and exposure to the Metrolink offerings.Add personnel to check rider's tickets on trains more regularly (Longer term goal: Add gates to check for tickets before boarding?)If possible, please do not reduce the number of trains. The schedule as-is not as comprehensive as many would like, and to reduce further would likely have a dampening effect on ridership.

Response ID	Response
59117885	The current fare structure works well. However, raising the price of these fares, especially during weekdays, would affect the riders negative, who relies on public transportation to commute to school and work. The majority of the riders do not have or cannot afford to own a car and so have to rely on public transportation. With how expensive gas and car maintenance are costing right now, raising the fare prices would eliminate this option for the people who have to rely on public transit. Public transit should be a cost-effective, sot-saving, and reliable for when people are struggling financially in an increasing difficult economy.
59117854	I think it's important to have students pay less
59117849	Peak weekday hour schedules should remain in place. Fairew increases are OK with me. Reducing primary services will only result in less people riding Metrolink and accerbating the structual issues.
59117844	Keep discounts for riders, otherwise you will likely see major decline in ridership. People will get creative on other ways to commute just to oppose this.
59117809	I appreciate the simplified fare structure and the student discount.
59117796	Please keep the fare structure as is. Consider raising one-way and day pass tickets as necessary, but please do not change monthly pass fare. Monthly passes are already approaching the cost of daily socal passes for 20 weekdays and for me personally, already costs 2x more than the electricity needed for my personal EV doing my daily commute (I'm paying for the convenience of not having to drive). I would have to consider returning to daily driving if prices went up further for the monthly passes and would leave metrolink ridership entirely. Also for the OCL, please consider

Response ID	Response
59117590	It would be nice to be able to buy a SoCal Day pass in our mobile wallet a head of time, like the night before instead of when you are running for the train.
59117540	I think there should be a way that people get checked more often. I see people avoiding conductors or just not buying tickets
59117077	I support clarity for each discount offered and more consistency in multiples or ratios to the base fare. I would also connect marketing to fare discounts and times of travel; i.e. if excess capacity exists during midday and few veterans or the disabled ride at that time, then continue the discount and market the service to that audience. FILL THE TRAINS!
59116986	I AGREE WITH KEEPING CURRENT FARE STRUCTURE. METROLINK HAS MADE SCHOOL LIFE AND WORK AFFORDABLE OPTIONAL FOR THOSE WHO DONT HAVE ANYBODY TO SUPPORT THEM.
59116968	Fare changes are lower priority to me than maintaining or even increasing the frequency of train schedules.
59116913	I purchase the monthly pass so as long as there is some discount for monthly vs purchasing a daily ticket I'm ok. Although it may be harder for students and lower income people. Investing in student could turn out to be long time riders who eventually pay for their full monthly ticket.
59116908	SoCal day pass offers invaluable flexibility. Please retain this fare option.
59116900	I miss the 10 day flex option but 5 day flex is ok
59116888	I'm okay with paying more rather than cutting routes.

Response ID	Response
59116880	No
59116871	no comments
59116870	As a senior citizen it's very convenient to use the train. Traffic has gotten worse and more dangerous to drive at my age.
59116869	I believe this fare proposal is fair all around for different demographics, making MetroLink a VITAL mode of transportation for everyone who uses it.
59116867	The removal of certain services as well as the changing of services times over the last year have made using Metrolink services much harder for myself and my peers. These changes have not only effected our commutes to work but also to school, and even our ability to do extra curricular activities.
59116864	Should continue the fare discount.
59116862	Metrolink and the related Bunker Hill shuttle are wonderful in allowing me to commute from such a long distance!
59116861	I like the structure… if fares need to increase I understand , but keep the same structure
59116860	Yearly pass for unlimited use within the year
59116840	Yes, the SoCal Day Pass was great for me and many of the people I wrote the train with because it took our daily round-trip price down by two or three dollars. I certainly appreciate that as an individual, but I can't help but notice that the fair change was piloted and now there are a major financial problems. It seems that the end of line station stops could have an opportunity to stay as part of your ridership if

Response ID	Response
59116839	i support.
59116824	Offer roundtrip option again
59116822	Eliminate the midday trains and reinstate the commuter lines 4pm and beyond. Address breakdowns quicker or have Amtrak assist even at non affiliated stations (you share the railway, wth?), and offer vouchers after a specified time frame for all passengers (or at least monthly pass holders). Offer reasonable weekend times with connections into LA AND ORANGE COUNTY. BOTH. Themed transit for riders (Lunar New Year/Christmas/Pride/Concerts/Summer Hours), could help increase rideshare.
59116821	The current monthly pass fare is more affordable and allows me to take the metrolink. I cannot always afford the higher monthly price.
59116803	I have been riding Metrolink for the past 16 years. For 10 years I took metrolink every weekday, and on weekends our family would take family day trips to various destinations on the route. Now my schedule is hybrid, so I don't have to go to LA every day. LA and OC traffic is already a HUGE problem. Riding the train instead of driving individual cars not only reduces traffic and pollution, but it really helps with productivity (I can work on the train instead of sit in traffic) encourages family weekend day trips boosting local economies, and teaches the next generation the importance of public transportation. Amtrack is too expensive for daily commuters or short family daytrips. I'd be willing to pay more to Metrolink (as long as it is still cheaper than Amtrack) to be able to benefit from more expanded train schedules during peak hours (the way it used to be pre-covid) and on weekends.
59116802	As a graduate student, it is essential that Metrolink continue offering discounted

Response ID	Response
59116780	Maintaining service is more important
59116773	Oppose, as stated above.
59116768	Thank you for providing everyday discounts to help people in the community. As a regular full-fare rider, I do not mind if regular adult fare (as opposed to discounted fare for other segments of the community) increases, if it keeps more trains from being pulled out of schedule and accelerates Metrolink's equipment recovery
59116765	It's gonna make it harder for those who have a lower income to ride the train. Or those who have other available discounts to them.
59116759	I like the current structure and I believe it should be retained within reason. I also recognize that Metrolink is operating with a budget deficit so I am open to fare increases so long as service reductions are NOT implemented. Implementing reduced service would perpetuate the issue and effectively bankrupt Metrolink.
59116747	I have always felt that those of use who could use a monthly weekday pass for work purposes should receive an actual discount. At this point for a 4 day work week I pay less paying daily then a monthly pass.
59116746	I support higher dates to maintain weekday commuter scheduling
59116739	High cost of commute fare while reducing services. It is likely not favorable condition for commuters
59116733	Day pass prices are pretty expensive under the new proposal compared to other transit agencies. It will likely deter new discretionary riders from trying the service.
59116727	Seniors and folks who are low income should still be eligible for this program

Response ID	Response
59116713	I feel that if tickets are increased at this time economically, it would impact everyone that writes the train discount is an incentive for riders. At this time, most of the trains are always dirty. Bathrooms are disgusting. The seats you can see are have not been cleaned. There's always delays on trains or cancellations.
59116700	Different types of fares are useful. There used to be a 10 day pass or 10 rides in 30 days. For me it is best to just buy the 1 Day Pass since I only commute a couple of times per week. The Monthly pass is best for those who commute dail.
59116697	With gas prices and lack of parking in DTLA, we need the Metrolink.
59116694	Offer more discounts to entice casual riders to make it more regular. I would ride more often, if the costs beats driving.
59116690	No comments
59116688	They are reasonable for the time.
59116681	Do not decrease service. Los Angeles is laughably behind every developed city in the world with its poor public transportation system. People need reliable transportation over long distances, even if it means increasing fares. Fare increases actually make a lot of sense in this instance.
59116668	This is the only fare structure I have known about, it feels reasonable to me if it keeps the system running.
59116665	I really appreciate the student discount, with already having to pay high tuition and costs at school.
59116661	Highly affordable. No question to take train vs drive.

Response ID	Response
59116649	We need the continued discounts for students and seniors as the regular fair is too much for them.
59116629	If Metrolink has to raise prices to keep service that's fine
59116618	I support any fare plan that help keep public transportation is frequent, clean and safe. My biggest issue is inconvenience in using MetroLink. To make the use of Metrolink easier, integrate ticketing system with Tap card. That way, one card can be used for all travel within the LA County. My biggest hope is Tap, Wave (Orange County) and PRONTO (San Diego County) can be integrated as well. They will help me not to use my car as much as I do today.
59116612	I need the monthly option, including the Amtrak Rail to Rail partnership.
59116606	I think the current fare structure works just fine for riders!
59116601	Tickets prices should remain affordable for those who need it.
59116598	Would prefer to have the current plan which makes a lot of sense for frequent commutters
59116585	In my case, the 5-day flex pass is more expensive (nominally) than 5 day passes. Otherwise, it's convenient for those of us who work a hybrid schedule (or have alternate work reporting locations)
59116568	This service is needed for daily work-related commuting. Please increase services for the perk time and reduce services for the non-perk hours.
59116564	I would like it to expand to other stations in LA City including Northridge, Chatsworth, etc.

Response ID	Response
59116561	Since the new fares started I have seen a rise in people taking the metrolink train. I especially like the SoCal day pass. I used to pay over 20 bucks before and would rather take the train only once a week and drive to work 2 days but since the SoCal day pass I know take the train thrice a week.
59116555	you probably need to do a combination of things to resolve your financial issues: raise fares, have fewer train service frequency for each line, reduce overhead costs. Where there is low ridership, eliminate that train service. During sports seasons or other major sporting events, raise the train fare but also coordinate bus services for fans at a particular train stop (i.e. convemnience). Consider reducing the number of trains you own to reduce maintenance cost, yet focus effort on remaining trains to keep them maintained and reliable. Especially look at overhead costs (e.g. utilities, building maintenance, insurance, etc.). If you own part of LA Union Station, consider improving the number of shops (like an airport) and hopefully have some revenue participation stream from this. It is very underutilized. Perhaps increase advertising or working with the film industry or hosting special events. On the Antelope Valley line, on weekends, it looks like ridership is up. Consider an Express Service where you'd skip a few stops to go from Lancaster to LA Union Station. But overall, I think you need to raise fares and reduce the need for government assistance.
59116553	I want the trains to keep running so given the financial and ridership issues, so I will adjust!
59116541	I don’t recall the old fare types, but I’ve really liked using the SoCal day pass as it makes it convenient for me to stop by any station throughout the day. I don’t currently use the other fare types, but I might be using Metrolink for work in the

Response ID	Response
59116508	It is not clear to me what the previous non-pilot version was (cannot remember the specifics from when it was still present). I think you should provide that info along with this question for us to accurately weigh in.
59116506	Metrolink needs to enforce penalties for fare evaders. Many times I see fare evaders get away with free rides; there is no fear of penalties so people keep taking advantage. What is happening is long time commuters are starting to look into alternatives to Metrolink; these changes will only alienate Metrolink's long time, fare paying, loyal customers. Do BETTER at enforcing penalties for fare evaders and implement measures to make sure everyone is paying their fair share. METRO had this same problem, but they are trying better to address this issue on their rail system. It'll unfortunately never be 100% effective, but there is a lot of room for improvement to be done at Metrolink in regard to this issue.
59116488	I'm all for lower cost tickets and passes and a wide variety of potential discounts
59116487	Yes
59116475	Yes
59116472	I feel that the Metrolink is in this position because they do a poor job of even asking for tickets on the train. In the months that I have been riding the train I have only been asked for my ticket once. How can ridership numbers even be counted accurately. Just imagine how much money is being lost when commuters know they don't even need to buy a ticket to ride. It's absurd.
59116471	unable to purchase monthly pass and be reimbursed by my work due to current schedule. purchasing a so cal day pass is more expensive than round trip used to be,

Response ID	Response
59116447	It would be beneficial to understand why similar distance locations have differing fares e.g. 91 Riverside line vs. San Bernardino - are the fares based on distance or # of passengers using the train? It feels like Riverside commuters have been carrying the cost burden due to high train fares thereby discouraging folks from using the line
59116417	Hope the Board can take a look at closing the gap in service during peak commute time leaving San Bernardino towards LA Union Station. On a separate issue, please follow the lead if CalTrain in the Bay Area and shift towards electric-powered trains with overhead catenary lines.
59116409	Yes! I think this fare structure is an excellent way to make travel accessible to multiple types of low-income groups, especially students, seniors, veterans, etc. I also like the flexibility in being able to choose a one-way pass or a day pass depending on my plans, and it also allows me to make the more financially accessible choice. I think having different price options is very important and keeps the service in reach for students, especially with how many universities are located long the service areas (Cal State LA, Claremont Colleges, Chapman, CSU Fullerton, etc.)
59116400	The SoCal Day pass is one of Metrolink's best programs they have ever created. Me and my fiancée almost use it every weekend. We have been able to convince a number of friends and family to use it every weekend as well. this affordable ticket has provided us with the amazing ability to affordably travel, connect with our friends and family more often, and make amazing memories. We would absolutely be devastated if the SoCal day pass program ended.
59116393	I greatly rely on these discounted fares to be able to ride on the train.
59116287	I rely on the metrolink train to go to work and doctors appointments and for

Response ID	Response
59116351	For my monthly pass, the fare structure slightly lowered my ticket price. I'd be fine either way, it wasn't a big difference and I'm happy with the value I get from my MetroLink ticket.
59116349	The current fare pilot makes Metrolink accessible to more people and provides financial relief for people in this economic slump. If Metrolink were to reduce service and raise prices it would negatively affect ridership and would be unwise during a time when soaring prices are hurting people every day. Wherever Metrolink receives funding from should increase that funding as the new schedules and lower fares make getting places easier and more affordable, especially while gas prices are skyrocketing and traffic only proceeds to get worse. I totally support Metrolink expansion and lower ticket fares, I do not support any kind of fare increases or service reductions. Metrolink has been faithfully serving Californians for decades and it deserves more funding and increased financial support to keep Californians on the move especially since traffic, high gas prices, and the overall car-culture have continued to do us, and our air, dirty.
59116338	I would support a slightly higher fare for everyone over reduced services. I take student discounts but I don't mind paying slightly higher fair and getting more service at hours that I need it.
59116331	SOMOS CABEZA DE FAMILIA Y TRABAJAMOS TODOS LOS DIAS. SI INCREMENTAN LAS TARIAS RAZONABLEMENTE, ESTA BIEN, PERO NO REDUZCAN LAS UNIDADES NI HORARIOS, Y POR FAVOR DEN UN MEJOR MANTENIMIENTO A SUS UNIDADES, MUCHAS VENCES NOS QUEDAMOS VARADOS Y LOS VOUCHERS DE $50 NO ALCANZA. YO VIAJO DE LOS ANGELES A PALMDALE TODOS LOS DIAS, EL UBER COBRA MAS DE

Response ID	Response
59116236	No
59116230	I think zone charging would be good to roll out to the all the Metrolink counties. Zone Pricing for Orange County may encourage more people to use Metrolink for trips to Fullerton or San Clemente
59116229	Metrolink used to be free for college students. Having to pay to take the train has been a significant strain on my finances as a student.
59116227	I would take the train to work everyday if the fares were reasonable. If you go to any other city, the commuting trains are a lot reasonable. I pay $9 to go one stop. Nobody has checked to make sure I have bought a ticket when I ride.
59116221	I would like the option of a round trip ticket
59116210	While I like that the discounts will now be integrated, I still wish the 10-day flex pass was added back as another alternative to purchasing a monthly pass.
59116209	The reduced-price mothly passes are a strong incentive to take the train over driving, especially as gas prices soar.
59116203	Atleast it's affordable but the trains should be cleaned and have sanitation every hour.
59116201	no
59116199	We need to try to get more funds from the local government, rather than raise the fund from local residents.

Response ID	Response
59116196	This whole business of raiding fares is ridiculous. My estimate is 30-50% of riders hop on and pay nothing. If everyone is paying there would be no need for any increases. Install turnstiles and put security guards at each stop to prevent free loaders.
59116192	As a student who has limited car access it is necessary for me to use public transportation. I am also low income so increasing the price would affect me significantly. It would be a burden and detrimental if MetroLink took away the Socal Day Pass, Student Discount, and low income discount.
59116189	Ticket prices are fine - ticket enforcement should be a priority if revenue is down.
59116187	The SoCal Day Pass has saved me money and sanity on my commute to my job. Without it, I would inevitably burn out and burn through what small salary I do get, driving to work with the distance and where current gas prices are at.
59116186	I understand do to increase in gasoline prices that our government has posted with California prices the highest in the nation. The state of Arizona is one to two dollars lower per gallon, which is our neighboring state, wow?
59116185	I think the prices are reasonable and I am happy with the fact that the Metrolink monthly pass lets me use LA metro, Amtrak and many OCTA buses for free.
59116184	The cost of the current fare is already substantial and increasing it will only put a financial burden on the riders. Also the condition and care Metrolink puts into the cars does not reflect the price we pay. The cars all smell of urine and are filthy dirty they never are cleaned. The restrooms are always out of order and sometimes the doors don't even work. Feels to me like the shareholders are pocketing tons in profit

Response ID	Response
59116175	If every passenger paid for their ticket there would be more revenue. Metrolink needs to find a way to have passenger purchase a ticket before getting on the platform, like they do back east and Europe.
59116173	I would like the ability to purchase a mobile So Cal Day pass and activate it at a later time.
59116170	I like the 5 day flex pass but I disagree with having a time limit on it.
59116167	I would support the fare proposal if it meant and end to the service-reduction. Need trains that run earlier in the afternoon. 12:30pm or 1pm from Irvine.
59116166	Gas prices had skyrocketed in the last few months, and I am actually saving money by riding the Metrolink. Plus, car crashes and incidents have risen in the past years, I feel so much safer taking the Metrolink to my destinations, without having to worry about crashing, not to mention parking! Drunk driving is also a concern of mine-even though I don't drink, I do not know about everybody else on the road. Taking the Metrolink alleviates that fear of mine. Keeping these passes and fares are equitable for everyone.
59116162	Riding the train not only benefits individual riders, also, help California with its environmental issues, traffic jams, and infrastructure to add more lanes in freeways and highways. Not enough room to expand. Please keep the current prices and help Californians to survive the inflation. Thank you for your great service yo people.
59116159	I wouldn’t mind a price increase if there were sufficient train options and the trains were reliable. Reliability is and continues to be a Metrolink issue.
59116155	I would rather have my ticket increase a little so that more trains run more than once

Response ID	Response
59116152	Ticket prices are good. They can fluctuate a bit with the cost of fuel. I do miss the 10 day pass though.
59116151	Create a 1 day round trip instead one way ticket if the price is going to increase
59116149	Yes
59116148	I feel like I waste a lot of money when my train is canceled, which happene often. For this reason I feel like fair increases, aren't really the right thing to do at this time.
59116145	When I ride Metrolink NO ONE checks the tickets so I believe a lot of people do not bother to purchase one. If you are having issues with revenue you need to ensure ALL riders have a valid ticket.
59116144	I think the discounts are too much, resulting in higher than necessary adult fares. There should be some balance there. There's way too much of a gap between discount and regular prices. Additionally, you have a very poor system in checking everyone's passes. The point where many train rides fail to check people have passes. You're not making people feel good about buying a pass and not even getting to use it. Implementing a better system to check for passes will probably answer a lot of your problems in ensuring you're getting the money needed.
59116135	The pricing is confusing
59116130	Work with the city to remove the people off the train tracks. Too much money is spent paying for alternative services because train strikes a person. Fare increases are inevitable, but please be fair with pricing or you will lose your riders. Finally, you have the data to show you how and where people ride the most. Be smart and shortened lines based on usage, reduce train services if needed when the data shows

Response ID	Response
59116127	During this current ticket change for one way, I used to pay for the round trip/which was $14 which got me covered for the whole day. Now with the one-way ticket, it's $7 and I have to buy 2, because you put a time limit on the ticket. this does not make sense. I was told by one of your workers to buy a senior ticket...cause it's cheaper. People are buying other low-priced tickets, because there are no ways to tell, who is who. That is a problem. I go by the rules I pay for the exact ticket I'm supposed to have. Increasing those simple tickets would increase people sneaking on the train or giving you a story of why they didn't buy a ticket. I use the train because it is so hard to find parking when I travel certain places. So, it is important to look at the current structure and see what is and isn't working, but please do not stop the serve for the Via Princess location.
59116120	I enjoy using the SoCal day pass and my elderly family members benefit from the senior discount but if that is going to increase the rates I would prefer that the rates stay the same if it means eliminating some of the discount programs.
59116119	The current ticket types and discounts have been highly effective & helpful in reducing transportation costs.
59116118	I prefer the round trip option available previously as I commute to work. But am ok with purchasing two one-way tickets for my trips.
59116114	The round trip ticket is needed.
59116111	Focus on stability - these are easy to understand, fifa and Olympics coming! Don’t reduce services
59116107	Bring back the ten day pass. Also lower the age for senior tickets from 65 to 55

Response ID	Response
59116096	I work into the evening, please bring back the 6pm (and later) trains or I cannot make metrolink work for my commute at all.
59116092	I would prefer to pay a little more and have Train #605 originate back in Oceanside. If not, I my take the Metrolink once a week or not at all if gas prices come back down. It is bad enough that Metrolink cuts services at the same time gas prices skyrocket due to our global situation.
59116091	As seniors my wife and I depend on Metrolink to visit our son and to get to events. If the last train home is at 7:30 p.m., it will be a great hardship.
59116088	A lot of people who don't have access to a car utilize. The train system is a financial equalizer, offering an option to a large variety of riders.
59116087	All I want is more trains! The cancelation of some of the Orange Line trains has convinced some of my colleagues to abandon the train and now, they carpool to come to Chapman University
59116084	As a college student, the discount as well as the train itself allows me to continue going to school at UCI.
59116083	The monthly pass always worked out more expensive than just driving, I wish we could get lower fare rates. I'm not sure why we aren't lobbying harder.
59116082	While I initially did not like the simplified fare structure, I did adjust to it as I only commute to LA Union Station twice a week. I think that changing the fare again would only lead to more comments and complaints about the constant switching.
59116081	Metrolink has been a failing and inefficient enterprise for years. The trains

Response ID	Response
59116078	Keep midday trains and bring back the trains that were interrupted. Even though I have a car, taking the train is less stressful and less wear and tear on the car.
59116071	Flex tickets accommodate hybrid work schedule
59116067	It would be nice if the flex passes had a 10 pass option and they lasted 60 days, but the 5 pass has worked for me. I notice a lot of students using metrolink and hope it will continue for them.
59116064	Yes I do. How did Metrolink end up in this position? Because outside of the effects of the Post-Quarantine era, it seems like there was a serious of choices both internally and externally that could have prevented Metrolink from being in this position in the first place. I have no issue with any potential price increases to keep Metrolink afloat but please get rid of your proprietary engines as a first step because this current fiasco does not make the agency look good at all.
59116061	I appreciate the flexibility of being able to use my metrolink pass on Amtrak trains, particularly the 770 in the morning and the 785 in the evening. Its just another option if I have to stay go into work later or stay at work later.
59116060	The fare structure is worse. Flex tickets are a gamble and it's enough to skip one fare to lose the benefit. Day passes are more expensive than return tickets. One-way tickets do not include unlimited local transit for the day. So, all in all, the fare structure is a disaster and you wasted time and money on it.
59116059	Bring back the round trip ticket. Right now I have to purchase 2 tickets a day when it used to be one.
59116056	Just raise the fares a little, you're the only transportation in this darn antelope valley

Response ID	Response
59116045	Students should always get discounts.
59116044	I'd need to see what the end result of the new proposal looks like.
59116039	STUDENTS SHOULD BE FREE AGAIN !!
59116036	For doing the school for Ba degree is hard to get full time job and balance good gpa on school, it is hard to have that much money for paying now is good cheaper
59116033	I would think Metrolink's bread and butter is getting people to and from work during peak hours so any measures that can assist with doing that I would support. Having the reduced train schedule since March has been very difficult: fewer trains, more crowds and it's gotten very uncomfortable. I ride the San Bernardino line which is always full and there are many times in which seats are not available and it's extremely crowded. Furthermore. the distance that most of us ride is anywhere from 40 minutes to an hour which is way too long to be standing or be crowded with hundreds of other people. I've never understood the midday service since there seems to be too many trains and I'm sure those do not have the numbers to substantiate running them. I understand there being a need for something in the middle of the day during non-peak hours but those could be more intermittently spaced to have sufficient rush hour commute service in the morning and in the evening. As for raising fares, I agree. Metrolink for a while was raising them exorbitantly and then stopped and then dropped them after which nothing has been raised in 13 years, so I agree with the increase in fares as needed to save Metrolink service and viability as best as possible.
59116029	Lowering ticket prices. Economy is not great for people whom live with a day to day

Response ID	Response
59116020	We all know how to fix this problem: barely raise taxes on the ultra wealthy. Clearly Americans are wimps compared to the French.
59116014	No
59116013	The price is not important to me. What matters most is that the train is safe and clean. Also, the train service is not reliable to me, as the train arrives at my destinations late. This is extremely disappointing and it needs to be corrected.
59116010	If it needs to be more expensive, then it needs to be more expensive, as long as it keeps running :)
59116005	I dont like thr idea that a bundle, like a monthly pass is supposed to save your money but is actually more expensive than buying a socal day ticket. I ride the train 3 times a week and found the cheapest option is buying a pass everyday which is a hassle
59116004	So Cal day pass has helped a lot , more useful than monthly pass as work schedule fluctuates.
59116003	The permanent enforcement of the reduced ticket system would help me so much as a college student who relies heavily on the Metrolink every week to get me to school.
59116000	I think it would be beneficial to help a very important demographic that is often overlooked in our country. I feel their should also be a teacher discount incorporated to help a very deserving segment of your riders that could use the help as well.
59115999	Although no one wants to pay higher prices, rising costs are inevitable especially in today's climate. Inflation has skyrocketed the last few years and the difference in earnings needs to come from somewhere. In this case, it seems to have come from

Response ID	Response
59115997	Metrolink should be accessible to all, including parking. The price is already fair at this time; there is no increase in fare.
59115996	I strongly dislike the new fare - You eliminated the round-trip ticket which made it more convenient. The 5 Day flex is great & works for me as I ride the train 3 days a week and telecommute 2 days. You should add the roundtrip ticket option but, still keep the one way for people who only commute one way. If you are losing money, then hire people to check fares at every Car to ensure people are paying but, raising the prices for way less service is the wrong business approach.
59115992	I don't understand how Metrolink can be making money on the SoCal Day Pass. Its $15 to ride anywhere all day. It used to cost $15 a day to ride from Moorpark to LAUS. The day pass is, in some cases, cheaper than buying a one way ticket. The current fare structuring makes no sense.
59115990	Metrolink should have prices that allow it to operate and modernize its fleet. Airlines don't check income levels and give discounts based on it, why does Metrolink?
59115981	DO IT
59115920	You already took away my early morning train forcing me to start later. If you take away the 601 train, I would no longer be able to ride as I can start no later than I already do. You can take away the OC616 as it doesn't seem like most regular working folks take that train home. But please don't cut anything after 2pm
59115912	Fare increase might be fair but services should not eliminated or reduced specially on peak hours weekday
59115890	The transporters require trains to get to and from work, please continue to keep the

Response ID	Response
59115092	I feel that the SoCal and L.A. Zone passes are unnecessary, considering the financial stuggle that Metrolink is facing. In addition, low income tickets should be removed. The ticket prices are already pretty low.
59115079	don't change it
59115059	Do not eliminate peak hour services and late night services from LA Union Station. You already eliminate the service and have not added more cars. The trains are congested and you are not helping by eliminating lines. Passengers used their personal belongings to block seats causing less seats. It is also difficult to go to work and enjoy some entertainment before taking the last train home.
59115021	Please bring back SB 307 and SB 338. Your changes have many Monday thru Friday commuters longer days to get to and from work. With this changes we are better off driving.
59115013	I don’t think it’s fair for commutters like me to suffer and not have choices to ride at different times of day if we have no choice for other forms of transportation train is a lot faster to get to my destination versus taking multiple buses and making my commute longer
59115011	Agree with this proposal
59115009	I prefer that you guys increase the fare instead of eliminating or cutting down on services. Many transit agencies in Canada and Europe increase their fares every year and still maintain service levels.
59115005	I understand the uncertainty of the current administration has created chaos with fuel prices

Response ID	Response
59114899	I ultimately think keeping the train accessible and affordable should be a top priority, and I wish there were other ways to fund the system. However, if prices need to go up in order to bring back the services that have been cut, then I'd raise the prices, as we need the services back desperately.
59114870	The current ticket structure is fantastic! The issue is that the conductors are not being accountable in scanning tickets for every rider. You have 1 conductor that is not able to get through the entire train and track each rider to ensure they pay! Amtrak has 2-3 conductors per train and they will not allow not 1 single rider without paying. In contrast, Metrolink conductors are not consistently scanning tickets like they should and why people are riding without paying
59114810	Offer the roundtrip option again and tell the user that it's cheaper to use the SoCal Pass if roundtrip option is more expensive than SoCal Pass and/or 5-day flex pass
59114759	I would prefer also bringing back the 7-Day Pass option in the fare structure, since it was a lot more cheaper using it during my journeys from Via Princessa to Glendale (around $47 a week) compared to the 5-Day Flex Pass ($60.75).
59114735	This service cut is ill-advised, does not meet the service vision laid out in Metrolink ReImagined, and is a pivot away from the markets Metrolink has identified as significant growth areas in its own documentation. Metrolink needs more all-day service at the current frequency or greater, rather than a reduced frequency, in order to gain more ridership. From my personal experience taking Metrolink into Los Angeles after work for evening dates or traveling to corporate networking events during the weekday, the expanded service is a vast improvement over the previous service patterns. It's safe to say the added service has induced more of my ridership,

Response ID	Response
59114664	Very unfair. Can not afford anything higher then price. So I won't be able to commute to work
59114661	I use metrolink train to commute to work, train reduction makes me work from home which my company is not happy. I am worry that company will fire me if I could not resume to office. Please help maintain train route Tustin to Oceanside 6:15am and Oceanside to Tustin at 5:39pm. I am thankful and appreciate all the effort Metrolink staff, they are working hard to keep every train is safe and on time. Best Regards, Friendly Train commuter
59114659	This proposal is highly valuable to me as a current student who frequently travels on the train to get to school
59114650	I strongly support the new fare structure, and even support significantly raising fares in order to avoid service cuts.
59114644	I am willing to pay more for expanded service, particularly on nights and weekends which would make it much easier to go to restaurants, concerts, social events, evening classes, my church, etc. I would prefer to take Metrolink than drive to these type of events.
59114638	The current fares are fair, and should there be fare increases, I am in support of the increase to maintain Metrolink.
59114629	Metrolink fares should not be raised because a pilot program was launched that caused the current budget problems. Metrolink is a commuter line mostly during the week and having trains running on the VC line during the middle of the day was not necessary. Why have a train leaving Union Station after 9pm?I want Metrolink to

Response ID	Response
59114598	Would support higher fares on route if needed to maintain service.
59114580	Fares are more expensive than driving and also take much longer than driving. There is no incentive to take metrolink in its current form.
59114554	Love the Day Passes and free connections to LA Metro
59114521	I wish students could ride for free as they did in 2024.
59114510	Please don't cancel or move the 403 or 412 trains on Riv line!
59114507	this would be drastically devastating
59114498	No comment
59114481	I think raising the prices will do more harm that good if we keep discounts for low income and elderly it would be beneficial
59114480	Taking Metrolink allows me to save time and money on my commute to work, it is truly a life saver
59114469	Given the economy fares should not be messed with

Response ID	Response
59114468	I wish to comment on the proposal.
59114441	Reduction of service and having a train every hour during peak period is extremely inconvenient. More over, trains on the OC line consistently run 10-15 minutes late and often trains cancel making it a two-hour period between trains.
59114440	I think all MetroLink fares, regardless of type, are currently an excellent value. I think they would still be an excellent value, even if prices were raised as much as 15% for one-way or day passes and 10% for monthly passes.
59114430	Increasing fare prices would make it unaffordable for students commuting from university or to work, making existing financial problems for us even worse. This isn't a strong proposal as it would decrease ridership and increase the current traffic congestion in Los Angeles.
59114415	No
59114413	My personal choice would be to raise the Weekend Pass to $15 and the weekday pass stays at $15 for simplicity. Also $20 for the weekday feels steep.
59114412	I liked the simplified fare structure. I would be happy to pay a little more to ensure service to Oceanside and more reliable service generally. I will note that fares are *rarely* checked and I think Metrolink would benefit from checking for tickets more regularly.
59114407	If the conductors check the passengers for tickets, you'll find that alot of people are riding without paying. Enforcing paid passengers will increase revenue significantly.
59114406	If you need to raise fares, do it, but don't cut services. Also would be more attractive

Response ID	Response
59114399	The socal day pass is a waste of money especially if the destination is short yet the price is the same for all routes
59114393	I would for you to add the 10 day pass.
59114392	Lower the prices. To commute everyday with those prices, it is expensive, not viable. Discounts are not applicable to everyone. Prices are not reasonable especially since there are so many deals. Uber vouchers do not come at a timely manner, which is almost intentional on before of Metrolink.
59114390	If we could keep the current schedule, then the ticket price wouldn't bother me a disruption in the schedule would make it very difficult for those of us that need to get to work by 6 AM
59114387	Na
59114383	Check for tickets multiple times per trip.
59114380	The 5:11 an was removed .The 6 and 6 11 are same time practically speaking. Maybe a compromise and have a 5 30 am in lieu of the 6 or 6 11 am ?
59114374	it does not make sense to ride Metrolink if the cost of a ticket is more than what it is to drive. The only benefit is to not have to sit in traffic in a car.
59114346	Metrolink tickets are super expensive for families when visiting LA.
59114345	I'm fine with fewer trains and longer wait times, but spread the trains throughout the day to keep one early morning train, one late morning train, one early evening train, one late evening train, and one late night train, for each line. Also please keep weekend service.

Response ID	Response
59114343	Round trip tickets made purchasing easier, no reason to not include them and price same as two one-way tickets.
59114341	I think the current fare structure is good
59114339	Its more flexible than before
59114338	Need to add back the student pass as taking the Metrolink train became a financial burden for students including myself.
59114337	this price structure is easy to follow. don't change it
59114333	More compatible to rider's circumstances.
59114332	The discount makes it worth taking metro over driving
59114328	None
59114323	What is the point of the surveys you guys don't really care about customer's opinions, I used to take the Metrolink daily for work commute but you last scheduled you guys eliminated line 681 will start Laguna Niguel at 4:05am get in Santa Ana at 4:28 or Anaheim 4:35am will arrive at LA at 5:25am was able to make it at work on time, since that line was removed then leaves 601 gets delayed arrives later to union station not at 6:36 am because of the line 681 was cut now I have to drive to Los Angeles daily and rarely take the train
59114321	I wish to comment on the reduction of some trains-specifically the M-F 12:30p train from the OC to the IE. PLEASE reconsider this decision. Thank you!!

Response ID	Response
59114320	I used to take the train from oceanside to tustin 3 days a week for work but with the new schedule I no longer can. It's made my life much more difficult especially because I am a disabled veteran and the train made it easy to get back and forth. To take the train now would be at least a 14 hour day. I also notice the several years i have been taking the train that the conductors rarely checked tickets.
59114317	Bring back the 7 and/or 10 day passes. There are months such as November , December, and/or February that teachers do t work a full month.
59114316	Should take into account many seniors and students use this service and daily or monthly passes become expensive as some of then drive to the station or pay Uber/Lyft services to get to the station already
59114315	Really hard to comment without a lot more context and understanding of the costs and revenue situation
59114310	Based on that Metrolink has great locations, I am surprised there are not more incentives corporateprograms to increase ridership
59114308	The day passes are great as it simplifies using the system. I am a monthly pass user myself but get the day pass for others when going on outings and leisure.
59114302	Please consider adding more trains 30 minutes interval during peak hours. Thank you
59114296	Bring back 5 day passes for the month
59114295	Love the cheap simplified fares and the student discount. One of the reasons I regularly ride.

Response ID	Response
59114289	Good
59114285	No
59114278	Whatever it takes
59114275	Please do not eliminate weekend trains, people like me depend on them to see friends
59114274	I'm excited about the potential of fare-capping and paying with my credit card when I board without buying tickets in advance
59114272	Please try to keep the fare the same
59114262	Metrolink fares are much higher than METRO's; the only reason I prefer Metrolink over METRO is the commute time, which is considerably shorter than METRO's.
59114249	I understand for the need to raise your fare structure, But to sacrifice or cancel ridership is a High loss of impact not for just myself but to other passengers like myself that travel from the inland empire. METROLINK is essential for my needs I am a single mother and this would impact my work schedule. As it is trains breaking down you offer a $50 Uber voucher which really does not cover much and it takes extra 2 to 3 hours more just to get home. Please take your oppose proposal and think about the ones who live further than the 15 fwy it will be very very frustrating especially having a disable child that I never get to be with because of my commute to work etc Please make an earlier train for the San Bernardino lines to union station Thank you!!!!!
59114246	I like all the options and have used a few of them. They work for me

Response ID	Response
59114241	I really hope metrolink decides to keep the Socal day pass because I use it almost everyday! And the student discount also comes in handy
59114239	I would like to have more train options
59114237	Raising fares while reducing service creates a significant burden on the people who rely on Metrolink the most, particularly daily workers and students. Many commuters do not have flexible transportation options and depend on the train to get to work or school. Even a small increase of $2 to $5 per day quickly adds up. For example, a $5 increase across five days is $25 per week, which becomes over $100 per month. For individuals earning hourly wages, this is a noticeable and unfair financial strain.The fare increase disproportionately impacts low-income communities. Many Metrolink riders are students, essential workers, or individuals who do not have access to reliable personal vehicles. Increasing prices during a time of inflation makes transportation less accessible and places additional stress on those who are already financially constrained.Higher transportation costs also negatively affect students' ability to access education. Although there is a reduced fare for students, daily commuting expenses still accumulate, especially for those traveling long distances. Increased costs may force students to skip classes, reduce campus involvement, or struggle financially just to attend school consistently.Additionally, raising fares while cutting service discourages people from using public transportation. If commuting becomes more expensive and less reliable, many individuals will choose to drive instead. This leads to increased traffic, higher fuel costs, and more environmental harm, which contradicts the purpose of investing in public transit systems.Service reductions further worsen these issues. Fewer trains during peak hours result in longer wait times, meaning that missing a train could

Response ID	Response
59114205	Why daily round trip got removed and maybe should split weekday n weekend ticket
59114198	Instead of buying a round trip ticket from my stop to my destination I am forced to purchase a day pass that is already more expensive than my round trip would have been. I understand if you're coming from father it's a cheaper option likely, but applying a uniform amount regardless and forcing into purchasing a socal day pass when I am not actually using it to go to different stations seems like a waste to generate more revenue.
59114197	No
59114196	Existing fare structure is very good
59114195	No
59114194	Do not take away peak hour's trains. Do not take away SoCal Day Pass. Do not increase the price of any fair. Do not end any Metrolink lines. I depend on Inland Empire–Orange County Line to go to work daily. I can't drive due to bad eyesight.
59114193	Raising fares and cutting down the services will discourage people like me to take this good public transportation. If you need to raise the fare please improve the services
59114190	I love Metrolink!!! It makes my life so much easier than having to deal with nightmare traffic in my car, which is only getting worse when traveling into and out of Los Angeles for work. If raising the Metrolink prices means maintaining the Metrolink commuter trains, then I 110% absolutely agree to raising the prices. I'd rather pay more to ride the train than spend my energy and peace driving my car. Thank you!!! :)



Response ID	Response
59114185	This structure seems to make Metrolink less money as they are getting half the amount they would get of a commuter riding the train the full distance. So a way to get more money is to go back to the previous structure. Of course inflation is understandable and an increase in cost is warranted. But having less service during peak times won't help the case.
59114183	Please keep in mind for those of us the are seniors and disabled we live on a limited income so raising our fares will come with pressure for me. Especially if you are looking at limited services for Antelope Valley since we are so far out. Please keep these thoughts in mind. Thank you for asking during these times for your business.
59114182	I will hope that the price current price of $11.75 will not increase higher during uncertain times.
59114181	The fare is simplified and makes it much easier to understand. Cal Train in the Bay Area has a similar structure and it just works.
59114174	I feel that people might abuse the discounted rates. For discounted rates it should be done so proof is shown
59114171	BRING BACK ADDITIONAL COMMUTE TRAIN, clean your restrooms, issue fine for commuters who do not buy a ticket and kick them off the train. Too many people hop on the train without a ticket and conductor doesn't do anything. Keep law enforcement on the train. Need clean seats. Stop the delays. Add more trains.
59114167	One way ticket and day passes need to cost more. Monthly ticket is fairly priced. You need to influence riders to commit and buy the monthly pass.
59114166	The fare structure is fine, as long as this question is separate from the actual pricing

Response ID	Response
59114160	uhh heck no
59114158	I oppose raising Metrolink fares because it would make transportation less affordable for the people who depend on it most. Many riders use Metrolink to commute to work, school, and important appointments because it is cheaper than driving long distances. If fares increase, low-income families, students, and workers may struggle to pay for daily travel, forcing them to spend more money or lose access to reliable transportation.Higher fares could also reduce ridership. When train tickets become too expensive, more people may choose to drive instead. This would increase traffic congestion, fuel costs, and air pollution, which goes against the goal of encouraging public transportation and protecting the environment.Metrolink is meant to provide a convenient and accessible alternative to driving. Raising fares would make the service less attractive and could hurt both riders and the community. Instead of increasing ticket prices, efforts should focus on improving efficiency, finding additional funding sources, and keeping public transit affordable for everyone.
59114155	I support as long as the SoCal pass remains 15 per day. The round trip $26 that used to exist was ridiculous and the 15 reduced cost has helped me substantially. I've been riding with you guys for over 10 years
59114154	For me personally, I think the fares are quite reasonable, and I would support keeping them, or even increasing if needed.
59114153	I understand the need to increase prices.
59114152	I am ok with the current fare structure.
59114150	Raising the cost of traveling on Metrolink puts on a burden on a already tight budget

Response ID	Response
59114145	Support a modest fare increase as opposed to service reductions during peak hours
59114143	Please continue to provide the much needed regional rail services - many including myself depend on rail for work and with rising oil prices and traffic congestion driving becomes really difficult. Rail is vital and wanted by the communities it serves, provides needed jobs, and offers solutions. Removing services will negatively impact many people who commute to work and depend on rail as their main means of transportation.
59114138	This structure reduced redundancies and is much less confusing. I also love the weekday day pass since my trips are usually all the way from Riverside to Santa Clarita.
59114137	I would somewhat oppose a fare increase if service were to either continue in its current state or be reduced (or degraded) in any way. As it is right now, I've been a very unhappy, dissatisfied Metrolink commuter for many years. I take the train to ease my commute; however, the schedule change initiated last fall has been terrible. Reducing the schedule to only one train per hour during peak commute times, especially when there is constant uncertainty in the reliability of the trains and the many unforeseen circumstances causing delays/cancellations, has made my daily commute a roll of the dice. When there were two trains available within the hour, at least one would be available as a back up in case of a delay or cancellation of the first train. Second, the amount of mechanical issues and unreliability has made my commute extremely difficult. As a full-time public school teacher, I can't afford to be late even by one minute and heavily depend on timeliness and consistency, which has been severely lacking for years now. Metrolink is also already considerably more

Response ID	Response
59114124	I think the fares need to be better checked. I would say only 1/3 of the time someone checks the tickets. I travel during peak times and there are quite some people that only buy a ticket when they see a conductor coming and often just form the most recent station. There is no downside to not buy tickets. Nobody says anything and the conductor just waits until the person bought the tickets on the app. That means many times people ride for free.
59114121	If funding wasn't an issue, bringing back the Student Adventure Pass would be nice
59114120	Purchasing a one way ticket each way turned out less expensive than purchasing a round trip ticket. Make that make sense!
59114119	NA
59114117	Metrolink has made it difficult to be able to get to work on time and to get home at a decent time with less trains because of these changes
59114116	The service change will destroy me. I diid YOUR trip calculator and it was best for me to use your service. I have no car and no access to a car. Having service stop at Laguna niguel and not continue to Oceanside (for me san Clemente) adds a daily $60.00 plus for a ride share service to make it to work is. It is NOT feasible. I will lose my job and I will not be able to support my family. THIS WILL AND IS CAUSING GREAT HARM TO MAY PEOPLE AND FAMILIES THAT RELY ON THIS TRANSPORTATION TO BE FUNCTIONING MEMBERS OUR SOCIETY.
59114108	I think the current fare structure is good
59114107	Metrolink needs to reduce fares for active students and bring back the Student Adventure Pass that occurred from 2023 - 2025

Response ID	Response
59114101	Metrolink is a lifeline for many, especially with gas prices. Please keep fares as is. Thanks
59114100	Since I'm an everyday commuter during peak commuting hours, my proposal was to eliminate the very early trains and the very late trains and keep the hike, peak trains in service. I am opposed to Metrolink eliminating train service in and out of the Oceanside station. The train service is a key commuting priority for most all commuters from the San Diego area. I've been on Metrolink trains for 28 years. I'm a dedicated writer and have commuting this entire time. I've been in Oceanside for the last 13 years and have taken the Metrolink from the Oceanside train every day. I'm various disappointed that you've now eliminated two or three crucial trains in and out of this station your proposal back in October 2024 was to make the writer experience a lot easier in the commuters to get off the freeways and onto the trains by eliminating trains in and out of Oceanside. You now have forced riders to either commute or actually change jobs because of this decision by Metrolink I think it is crucial and a very important hub to continue trains in and out of Oceanside when you propose to pull trains out of service due to maintenance issues, the train I was commuting on wasn't pulled out of service. In fact you're now just starting that same train at a Laguna Niguel was that extra 40 miles between Oceanside and Laguna Miguel detrimental to the operation of that train you're now, forcing all of our commuters from motion side to either drive up to Orange County in LA or take the more expensive Amtrak my proposal is to eliminate some of the trains in and around Los Angeles, which seemed to be too many since the train service is not running efficiently due to the fact that you've got excess trains competing with freight trains there's no reason why you shouldn't continue to add or bring the trains down in

Response ID	Response
59114088	I liked the 10day pass with longer expiry, it was much more convenient than the 5 day pass.I understand costs are rising, I'd support higher fees rather than service reduction
59114085	I use Metrolink going to work. Very convenient.
59114082	I'm happy with the current fare system and hope a future one is similar in structure. A price increase is okay to alleviate financial pressure to Metrolink.
59114080	Day passes flex passes are too expensive
59114079	While I realize you have budget issues the student fares should have remained free. In lieu of student passes if at least they could be issued a school pass for the school year and let us pay a lower average rate based on days in the school month Otherwise we have to do the math and figure out what months the monthly pass is not worth it and then pay the day rate like in August December and June. So in June we just pay the week rate since school gets out in June.
59114077	Many people rely on commuting to get to work, and I’m one of them. Taking the train helps reduce stress and benefits the environment. With the current economy and our incomes not increasing, raising fees would only make things harder. Higher costs might push people to look for other ways to commute, which could put more cars on the freeway, worsen traffic, and increase the risk of accidents.I firmly believe the fees should stay the same. The trains are already overcrowded—sometimes it feels like we’re packed in like sardines. Reducing the number of trains while also raising fees doesn’t seem to support commuters. Instead, it feels like the company is prioritizing profit at the expense of working people.

Response ID	Response
59114067	Please keep at least 1 morning train going from LA to Perris Valley on the Perris Valley line and 1 late afternoon/early evening train (departing after 4pm ideally) going from Perris Valley to LA on the Perris Valley line.
59114063	This fare structure is much easier and quicker than it used to be.
59114056	As an able bodied, working, adult who rides the train daily to commute, I'm not eligible for any of the discounts. I'm fortunate that my workplace subsidizes the monthly pass. If this current fare structure is working I support it. If it is working at the costs of reducing service, I think it should be reevaluated. Ridership is going to continue to decline with reduced, undependable service.
59114055	I believe that with fuel prices up, Metrolink should be able to adjust for that. Even temporary price adjustments should be done.
59114052	I am willing to pay a more fare as long as it is utilized properly. Since the lower fare started I've noticed maintenance and cleaning doesn't happen as often. And also, it seems Amtrak being more expensive was for a reason. This new company couldn't hardly keep the maintenance contract viable. Adding the rest of the staff to their contract has proven to be too much for them - current condition requiring service cut back proof in point.
59114051	I can't afford to pay more than the price of a day pass every day. You should not increase fairs during peak hours. You should increase the number of available pick up times.
59114048	Bring back the 10-day flex option
59114046	We need to utilize the train to avoid more traffic congestion and therefore the prices

Response ID	Response
59114041	Just please make it affordable for students like me
59114038	Can you bring back the 10 day flex pass. I work in LA about 20 days a month so when I buy the month pass I'm throwing money away but then the 5 day flex ends up being more. The 10 day flex was perfect especially if I took a day off here or there I felt that it has more value
59114037	Stop all the free crap! To cut service is a big mistake in a system that is already the joke of the nation. Metrolink is not convenient, has terrible on time service. To say that you have not raised rates in 13 years is a lie. Getting rid of the weekly pass was an increase for many regular users. In addition? Cancellations, break downs are all too. frequent. You need to collect funds. Check tickets on every passenger every day, the ridership is loaded with freeloaders. Collect as much ticket revenue as you can before raising prices. I for one am tired of paying the way for shitheads that think they only have to buy a ticket when they hear the conductor coming. Enforce what is in place before charging more. Hold the riders accountable for their share.
59114036	I am okay with increased fares if it means maintaining frequent service
59114033	We shouldn't have tickets increased because of mis management
59114026	I wish the price can still be affordable
59114025	Keep it the same for youth fares
59114023	I was hoping it would increase ridership
59114022	I am not a student, but I wish that student fares were free. Universities should contribute to make this the case!

Response ID	Response
59114016	I would love to see the Student Adventure Pass somehow return. I do think that round trip tickets should be offered again as buying two one way tickets does get a little confusing
59114008	I wouldn’t mind if the tickets were more expensive.
59114003	Make discounts more available when traveling far away within Metrolink area
59114002	I support increasing fares, but only if it means not further cutting back peak trains. What are the exact main causes of the interruptions? Are train engines breaking down? Track maintenance? I understand it’s probably a little of everything, but we should know what the biggest culprits are.
59114000	This is a test. I do not wish to comment. ^AP
59113998	The day pass prices are absurdly low right now and should probably be the first to go up. It's basically the default fare.
59113984	Please check tickets every day. Most people only buy or activate tickets when they are checked by the conductor so they are riding the train for free when they aren’t checked which is reducing your revenue.
59113977	No
59113966	Returning the Student Adventure Pass would be ideal and increase ridership

Please use this space if you wish to comment.

Response ID	Response
59209400	I use Metrolink to get to LAX since I don't want to drive to LA County. There is not much access from Riverside County to Los Angeles or Orange County.
59209066	I do not drive so less trains means I won’t have a reliable form of transportation for events and to see friends and family.
59208235	I already can barely make it to work on time and have to leave early and work from transit. Since I work in the South Bay (Torrance), it takes some time to get from my office to Union Station (or vice versa) on transit and I am constantly worried that a slight delay (like a late bus or bathroom emergency) will cause me to miss the very early 5:33p or 5:40p trains and leave me stranded far from home.Commuting would severely damage my quality of life since I cannot drive 4-5 hrs a day on top of a 9 hr workday. I would barely get to sleep, let alone maintain my home life, self care, see my family or friends , or just relax. Weekends would be focused on recovery and responsibilities without room for hobbies or fun.I can’t afford to relocate so it would likely mean I would have to quit which would destroy my meager savings whole seeking a new role since i wouldnt be eligible for unemployment for the interim.If resources were reallocated from midday and weekend service and a 6:30p or 7:30p service back to riverside was added, it would be a huge relief to others in my position
59208181	Reducing service would be a terrible mistake. I depend on the frequency of trains to be flexible in when I can begin my day and when I can finish my evening. Reverse commutes are also very important, being able to take an afternoon train to Union Station if I need to make an overnight trip.
59207454	Reducing the availability of evening and weekend trains would have a strong negative impact on my ability to commute to work using public transportation (which includes

Response ID	Response
59201996	I love the train and prefer it to driving to visit family/friends. It is so convenient!
59201976	Reducing train frequency while increasing ticket prices is counterproductive. The combination creates direct financial and logistical hurdles. Fare hikes directly impact lower-income riders who rely on public transportation. Fewer trains and reducing trains mean longer gaps between services and less flexibility. Train reductions have already been implemented, more than once, causing crowding and less travel options. Less frequent service makes transferring difficult, especially now that the A line is in service. This leads to longer commutes, delays, and missed trains and will add hours to a rider's daily commute.
59201968	There are already limited options for me being able to commute to and from work in downtown LA, so if service is cut, I'll just have to drive.
59201955	I would no longer be able to use the train and would have difficulty getting to work since a car is not always available. I am unable to change my work schedule I have already tried to do that and my employer is not accommodating.
59201929	I would like to take the train to events such as sporting events or concerts in the LA area on weekday evenings and weekends
59201803	There already aren't enough trains to make this a viable option for weekend travel. Less trains would make it even worse.
59201730	Would look into Grayhound/FlixBus as alternatives
59201617	I really would like to use the train more often, but it's stops are all far to get to or leave from without another form of transportation.

Response ID	Response
59199493	Raising fares and reducing train services during peak work hours and evenings will most likely drive passengers to have to drive, you can eliminate weekend trains but not during the weekdays.
59199297	The reduced services severely hampers my ability to consistently utilize the Metrolink for work. I'd prefer to have one less vehicle on the road and continue to take the train
59199178	If no train available I'll have to resort to driving
59199139	Driving is subsidized at every turn, but only transit is expected to pay for itself. Transit is the definition of "if you build it, they will come"
59199131	There is already hardly any trains going anywhere we go for leisure heading out of Riverside, so we're already riding less often. The hassle of riding metrolink has already begun to outweigh the hassle of parking, gas pricing, etc. I want to support public transit but cutting trains and raising prices makes it difficult for leisure riders to choose Metrolink.
59199105	I believe the current metro stations should on Tennessee operating. Not everyone has other options of transportation.
59199055	Eliminating metro link would affect my day to day commute to work and it would be a stressful time for me because I do work far from home and metrolink is the way for me to get to work and back home.
59198999	I have a car I could take anytime. The train allows my family to go on day trips and baseball games easily.

Response ID	Response
59198940	I would miss going to the beach cities.
59198939	calstate LA administrators say they want more students from the IE? I hope they only mean undergrad, cause us grad students from the IE finish class at 8:45. And now your 8:45 train is cancelled, I have to take the 9:45 all the way to SB at 11:30PM. then i get home at midnight. every other day.
59198922	I might switch to Metro A from Pomona.
59198875	If my station isn't available, I do have other stations nearby that I can use. Thought I feel like corona north main is considered a popular stop on the weekends. I've seen at least around 70+ people taking the ride to the beaches on the weekends.
59198812	If i have to
59198784	Really would not want to drive! Love my Metrolink experience.
59198723	I will have to add to the already heavy traffic that we have already in California.
59198700	Metrolink service is why I work and enjoy my senior years.
59198692	This would greatly diminish my ability or desire to travel. I think this may have affects on the economy of regions as a whole.
59198671	I'm in between 2 stations so if one would close I'd use the other. But if both would close that would make it more less likely to use

Response ID	Response
59198649	Planning for this, I've already to scope out alternatives, relying on more bus service that takes 2x as long to travel to my destination.
59198618	Already cancelled my preferred train. Take less frequent but if another train was cancelled then I would no longer ride Metrolink.
59198611	We need MORE Metrolink — not less.
59198559	I can't travel, with morning services past 6am gone those with early morning college classes can't get to class without being at campus before it opens.
59198513	This would hinder my ability to get to school and work
59198500	Need more trains for UCR station. Many students need this for school. The current schedule forced some students to skip or be late on classes.
59198497	Please help the people
59198494	Need longer running times
59198479	the metrolink is a great way to travel and they shouldnt reduce service
59198468	I would not be able to attend special events at the Cathedral in LA, the Basilica in Capistrano, or go to the beach because as a disabled senior citizen, I cannot drive that far.

Response ID	Response
59198456	I believe you need more time options for LA and OC
59198453	My career opportunities would be limited as I won't be able to commute to my job. I can't afford housing costs in Los Angeles and the traffic to drive is terrible on the 91, plus with gas prices increasings this would be a major blow to my budget.
59198450	Please do not reduce trains. In fact more trains need to be added midday from the IE to the OC and farther south. And vice versa. Only one train runs from the OC to the IE on the weekend.
59198317	I'd like to comment on the removal of train OC 623, an afternoon train service on the Orange County Line.This train clearly served a specific group of commuters, corporate workers who could also work remotely, who relied on that time to stay productive towards the end of their workday. I've tried using OC 621 (3:20–4:20), an earlier train as an alternative, and it's noticeably less busy than the OC 623 train was. That difference suggests that this segment of riders is being pushed outside of standard working hours, rather than shifting to earlier service.For many of us, the 4:20 train wasn't just a commute, it was a practical extension of the workday. Without a comparable option in that same timeframe, there's no longer a viable way to use the train during working hours, which significantly reduces its value. If this change remains in place, it's likely that this group of riders who depended on the service (and in my case, even encouraged co-workers to use it as a productive alternative to driving) will begin shifting to other options like driving or carpooling. This is also a segment of commuters willing to pay for the service, provided it continues to meet their needs as it did before the service reduction began. I urge Metrolink to more thoughtfully evaluate the service reductions on lines such as OC 623, with clear

Response ID	Response
59194389	There needs to be at least one later train option going south out of Downton. PV and OV lines stop at 5:40 which means any delay getting out of work jeopardizes my ability to get home. I need a reliable backup for riders going south. Even one option with less stops would help, but having to rely on ride-share or waiting for a partner because of holdups hurts commuters who rely on late service.
59193416	I'll still take the train, but it needs to be consistently funded.
59193332	This will absolutely have a huge impact on my and my family's lives. I also have recommended Metrolink to some neighbors and friends nearby who would drive and be stuck in traffic. And they have been happy to take Metrolink.
59156340	As I indicated above, and I respectfully reiterate:I am very concerned about shortened train routes, or my biggest: elimination of train route, especially given that I commute from Oceanside station to LA Union station so as to serve my patients at L.A. General hospital. Driving would be out of the question.
59156234	I would be forced to drive into work, instead of supporting sustainable energy commuting. I have to work and prefer training but if Metrolink takes away that option, I'll have no other choice.
59154956	I use metrolink because I dont want to drive. I go to LA so even if the time by driving is the same or higher I don't like driving the freeway. I think more people would take the metrolink if there were more late night trains. 7 is pretty early to have to come back especially since LA has tons of concerts or other events. I also don't think many people even think of using the train as a method of travel. There should be more non social media advertising too.

Response ID	Response
59151790	Losing access to my current route would be devastating, and it would put my ability to complete my PhD at risk. I would try my best to adjust to the new schedule, but this would be a serious weak point in my livelihood. I treasure the service Metrolink provides, and I am a passionate advocate for rail travel despite it already being less than convenient for my existing schedule. The options for getting from my home in Fullerton to my school (UCR) in Riverside are already limited, especially when train delays are involved. Despite the current service reductions, the very earliest I can get to my office is 8:30am, and I have to leave by 4:30pm to catch the last train home. If I miss it, I'm stranded nearly 50 miles from home with no alternate transportation except a hefty Uber/Lyft expense. My Metrolink commute is 5 hours round trip: Buena Park OC 602 -> Riverside Downtown IEOC 800 + bus or biking to campus in the morning, bus or biking to Riverside Downtown station + IEOC 827 -> Buena Park OC 627 in the evening. Nevertheless, this sacrifice is worth it only because of Metrolink, and I hope that one day there will be even more trains, not fewer. I implore Metrolink to preserve as many trains as possible and to push back against cuts from OCTA/LA Metro in the strongest manner they can muster.
59151365	Who do you expect to ride the already horrible, always late, always dirty, already lack of trains to further reduce the number of operating trains? Ghost? There will be no more trains to ride and therefore no more people will be able to ride it! Common sense!
59150958	Less options would be a hardship for so many commuters.
59150895	Metrolink serves people like me who don't always have access to a car. People like me often commute from Oceanside or Perris South, it is not possible to commute to

Response ID	Response
59149378	The current schedule already requires me to obtain special permission from my workplace. The trains do not run early enough or late enough to accommodate a full workday in the office.
59149278	Keep the Camarillo stop, for the reasons I mentioned in my previous comment.
59148405	I don't know what I would do. This will impact me really bad. I commute to LA
59146966	Utilizing this option has allowed me to be more environmentally friendly by not using as much gas a single driver commuting to work or school. And it has allowed stress free environments for school, work, and concerts in the Inland Empire where traffic would take 3 hours one way at peak travel times. And, it is just affordable enough at this rate, but increasing would negatively impact myself and my coworkers and friends.
59146899	Service reductions must be an absolute last resort, and should be paired with concrete plans to restore full service levels automatically as soon as budget issues become resolved. Reducing service will kill ridership and prompt a death spiral of decreased fare revenue and further service cuts in the future. Service reductions are NOT sustainable and every other avenue to close budget gaps must be fully explored before they are seriously considered as an option.
59144947	This would place a serious financial burden on me, especially as a widow. Please do not raise fares or reduce train service times.
59144938	This will be a big step backwards if service is reduced. We already face stable service disruptions when operational issues arise often. If this happens it will be the final nail in the coffin and most people will have no choice but to not rely on Metrolink

Response ID	Response
59142578	I think more trains should be more available during the summer because the beaches are busy during that time of year. Makes it so much easier then driving with family.
59142559	The current reduced OC line service in evenings has already caused me to take the 8:11 PM Amtrak from LA Union to Santa Ana at much greater expense. I would much rather take Metrolink.One later line around 8 PM would be great I don't mind a fare increase. You have a lotbof room to gobup between your current rates and Amtrak rates.
59142298	I strongly value Metrolink!! It is energy efficient, convenient and vital to those of us without other forms of transportation!! It needs to be fully funded!!
59142254	Should have the late train at end of day. Not end at 8pm from La Union. No more day trips down to la or oc. No time to return home. Will have to take train back an hour after we arrive. Ex. Beach day by San Clemente. Won't make it to home in newhall or north of there on weekends. It's ok to wait at la Union for a later train there's things to do around the station but no train at all late night means no more riding. Weekday is ok. But still feel rushed to hurry to make trains.
59142068	Please do not cut the existing service. Road traffic is terrible and this will make it worse. For my family, we are using the train service more often on weekends instead of our car for longer distance travel due to the terrible traffic and high gas prices. The trains are full. We often overhear other people on the train also mentioning that they are on the train because of high gas prices and how terrible the traffic is (all the way though OC to SD or LA). If you cut weekend service I don't know what we'll do. Traffic in this region is so bad I don't want to suffer on the freeway or make it worse by adding a car on those roads. With road rage incidents including shootings on the

Response ID	Response
59141159	DO NOT LIMIT THE TRAINS. In fact if people saw it is cheaper than driving and didn't have to wait an hour you'd multiply the number of people many times.
59140939	Please continue to keep Metrolink running. It has been great for us that are commuting long distances to get to work
59139615	Reduced trains, especially those not going to their full routes, are an increased barrier for transfer options, which will make me less likely to use Metrolink.
59139474	I would like to comment that as a work commuters, we need the 605 to leave from Oceanside again and 622 to extend to Oceanside again. This makes the most sense as a customer, potentially eliminate the 601 route.
59139209	It would suck
59138604	I don't want to drive everywhere I go! Freedom is having the ability to not have to drive yourself everywhere.Public transit is so important to resilient living especially as gas prices rise and roads become more congested. We simply need to switch over to public transit as a way to get around, as so many first world countries have! We cannot lag behind and Californians deserve better. Investment is needed and wanted! Cutting lines will worsen the situation. Ridership has been good when I take the Metrolink; it is disruptions that decrease confidence in the system. This cannot happen, and lobbying by car and gas companies must be stopped.
59138540	Don't take metrolink away!!
59138524	It's unfair to ask this because I RELY on Metrolink. I don't have any other way of getting to work. I would have no real option left.

Response ID	Response
59138474	Metrolink already has kinda low frequencies. During a time when gas prices are hella high, reducing service is exactly the opposite of what anybody wants. The service has a rare opportunity to convert drivers into riders. However, given that convenience is a major factor in a lack of public transit adoption, it would be extremely unwise to make Metrolink even less convenient than it already is.
59138419	To be honest, I would be using the system even less frequently than I do now with the "temp" cuts that were very quietly made permanent. Fix your machanical issues as well.
59138341	My job would be in jeopardy as I would have no way to commute as efficiently
59138324	I rely on the train to get to work if I can’t get to work efficiently, I might have to look for a new job.
59138316	It would throw my life into chaos!! It would affect my livelihood & stability. A complete upheaval to my daily life.
59138311	I'll have to find a new job
59138131	I hope and pray Metrolink doesn’t cut down train service. Hundreds of people depend on it every day, including many who don’t even have a car. With how expensive everything already is, cutting transportation services would be devastating for so many families.
59137650	My email is wtluic@aol.com Please send me my comments so I can correlate them and additional facts and information to them for future presentation through the end because you're late thank you very much in my previous answer since my main station is Union station which you will never cancel Union station they're always be

Response ID	Response
59136994	Depending on how far away the station being serviced will be, I will adjust and drive to the new location. But if too inconvenient, I would consider driving.
59136858	It's absurd that it's purposed to raise prices and cut lines, especially during peak hours. We need transit
59135962	Service cuts will not only make me travel less often, but also affect my daily life as I do not have access to a car. This would be detrimental to not only me, but a ENORMOUS amount of commuters/riders on Metrolink. I'd rather see a fare increase on the system that is well adjusted to support commuters and riders, and not make ANY cuts to service at all.
59135960	If Metrolink wants to increase ridership it should increase options and decrease them. Seems like a huge step backwards.
59135947	I am only able to live where I presently live and work where I have been working for the last 22 years thanks to Metrolink trains. I can only use one morning train and I return with one of two available afternoon trains. If either is cancelled that will be a disaster for me
59135896	Please do not cut the weekday trains during peak hours. People have to get to work, or they will lose their livelihood. Please find a way by appealing to government agencies (local, state, and federal) or reaching out to foundations. Ordinary people should not have to pay the price when times are already so hard.
59135868	The current times work well and actually mean I spend less on my commutes. Mixing driving and train transit helps keeps my monthly costs down. By reducing availability outside of my commute times, it will actually cost me more especially for weekend

Response ID	Response
59133521	This is a horrible idea. There are too many cars today.
59133504	Need mire public transit in san fernando valley not less
59133502	Please Finish what you started. For many commuters the transportation is not just convenient but a necessity.
59133423	I won't know how to get to work.
59133418	Gas prices are high. I wish we had more opportunities using public transportation instead of cars.
59133414	I know people who do use Metrolink to get to work from the Valley. Reducing service from a sprawling suburban neighborhood will increase traffic and commute times. We really need to save and preserve these metro lines and services. More lines and service would be even better.
59133410	You have stopped the early morning Northridge station to union station and are now talking about making it permanent, I will no longer be able to get to work and will have to find a new job. I have to uber to northridge because Sylmar/San Fernando does not have early enough trains. You are cutting off essential time frames for the average working Valley residents to make it to LA. We NEED these early morning 4:30/5am trains in northridge and Sylmar to get to work and make a lively hood. We will become unemployed without them. The train is full of average working class citizens trying to make it to work on time to LA and beyond. This is wrong.
59133392	I live close to station. Takes 10 minutes get to work. Driving takes 1 hour. I pay $5 parking daily. Gas expensive. Need to take to work. Thanks.

Response ID	Response
59133172	If the 6:31am train from Orange to LA Union Station or the 5:40pm train from LA Union Station to Orange was no longer available, it would severely impact my ability to travel to and from my job in Los Angeles, and I would likely have to find another job. I am unable to drive due to a suspected disability and being able to rely on Metrolink was the only way that I could have accepted a job in Los Angeles in the first place. If Metrolink no longer served my station in Orange or, less likely, LA Union Station, this would also severely impact my ability to visit friends and attend social events in Los Angeles and other areas, which would be very isolating for me.
59133138	Please don't cut services more than they are already cut. none of my friends have cars to get around and we use metrolink to get to Oceanside and back to Los Angeles Union Station on weekends using the weekend day pass. I also use Metrolink on my own to get to Lancaster and Rancho Cucamonga on my own for leisure. Cutting Metrolink to Oceanside would either result in my friend group and I not going to Oceanside or pay an exhorbitant 28 dollars one way from LA to Oceanside on Amtrak.
59133115	I will start taking Amtrak more frequently when I can, but due to the cost, it might also push me to drive more.
59132978	Metrolink is my life line to my work and school, without a train in the later evening im more prone to accidents. Just this year i was struck twice by a car in my evening commute home
59132864	Without reliable, predictable Metrolink connections to OC Bus in Fullerton or LA Metro Rail, I often find myself driving because I simply cannot afford the time spent wasted waiting for metrolink service or because a return train journey (whether it be

Response ID	Response
59131973	I will take Amtrak from Oceanside to Orange County if Metrolink is cut. I will have to go less often however because Amtrak is expensive and has terrible delays compared to Metrolink. The lack of funding for transit is a huge shame because a functioning society needs efficient trains in order to be equitable and sustainable. The current system needs improvement and is so lacking that I am considering applying for EU citizenship and relocating.
59131972	Increasing Metrolink fares would put significant stress on my work commute. I ride the metrolink because I can't afford the gas required for my daily commute from Claremont to LA and back. I already use nearly an hours pay to buy the current fares to and from work each day, and I know many of my fellow daily passengers are in the same situation. We rely on Metrolink heavily in a locale that is otherwise significantly underserved by safe, fast, and reliable public transport… reduced train schedules may force us back onto the crammed freeways, adding costs to our commutes that we cannot sustain. Please find another way out of this situation. Socal communities NEED affordable Metrolink fares. $7 is already pushing it.
59131971	I would check into car and/or Van pooling. Or Metrolink should provide this service
59131964	That will bring hardship on my health if I'm stuck with taking the buses. I have severe fibromyalgia which I cannot tolerate a very long trip on the transits. I prefer Metrolink because it's easier on my body. Plus there's a long walk to the public transit from work.
59131951	More trains
59131947	People love to take public transit to large events such as games in DTLA. The removal

Response ID	Response
59131839	Look at the lowest ridership departures and cancel those trains if needed. Keep the weekend service.
59131776	This will make people more dependent on cars, which is the opposite of what should be the case, we need more mass transport, not less!
59131756	What the hell? Atleast trains make some money, do freeways make money？ completely a slap in the face for low income riders
59131748	My backup plan would be amtrak and i wouldn't use Metrolink as much anymore
59131703	My appeal is to maintain the train route from South Perris to LA at 4:00 pm at Riverside Downtown going to LA. That's the only ride I can take to go home to Buena Park the fastest way after a day's tremendous work.
59131701	Again, extend the LA Union Station last stop to Fullerton from 5:45pm on a Friday night...the last ride should be at 11pm due to concerts ending around 10pm and people getting to LA Union Station. It makes logical sense...
59131681	I'm a senior citizen and driving to Orange County is stressful. The Metro Link is a wonderful resource for me to be able to ride to Orange County to visit friends and family on the weekends. I'm currently experiencing vision issues and might loose a he sight in one of my eyes. Driving has become a real challenge. I live in Oceanside and can easily take the Sprinter to the train station to pick up a ride in the Metrolink. Public use of mass transportation is encouraged in our state. Eliminating train service on the weekends is not helpful to the goal of increasing ridership of public transportation. Furthermore it would take away travel options for seniors and disabled persons.

Response ID	Response
59131634	Yes I would have to drive or find other transit options
59131627	i love the non peak weekday trains. i would be very disappointed if they stopped. i take them often & don't have another option
59131615	The train schedule that changed for my route greatly affects the ability for me to get to the office at the right times. I will likely move to a different form of transit. I truly think that revenue could be increased if you actually were able to track people's ticket purchases. I think hiring a min wage individual to scan tickets at each door will pay for themselves in one train ride. Many times as the ticketing person walks thru the train people at buying their ticket. On my train rides the ticket agent comes thru once in a hour and not every train ride does my ticket get checked. I think there is significant lose revenue there.
59131583	This is self-defeating on Metrolink's end. Its one thing to raise fare prices, but quite another to both raise fares and reduce service. At a time when ridership is increasing and SoCal residents are being priced out of the LA core, you're losing out on ridership by reducing service. In particular, I have been taking LA Metro due to the cuts Metrolink has made to the San Bernardino line. Making further cuts is going to cost Metrolink more ridership.
59131518	I do not have a car
59131462	Currently, train 100 from the Ventura line is not running. This has caused delays in my commute to work. That train was mainly used for hard working people that commute to work from Ventura. This train is a necessity for the commuters.
59131361	The morning drive to LA is bearable. It's the afternoon commute that takes a real toll

Response ID	Response
59130738	This will cause a disruption in my schedule given the fact that I cannot drive and will have to try to find another train which makes it more of a hassle.
59130516	Mantengan los horarios y conexiones. No los quiten por favor.
59130483	After the October 2024 schedule shakeups, I already lost quite a few train options from Buena Park to LAUS in the morning and trains in the opposite directions in the afternoon. If Metrolink further cuts trains, I will have to take LA Metro from the Norwalk Station more often.
59130443	ok
59130433	A LOT of people in my industry and area rely on public transportation. The reduction in transportation starting March 2026 from track maintenance has led me to adjust my schedule where I'll simply take an earlier train to arrive on time or take a later train because an earlier train isn't available. While not ideal, this adjustment is okay because I know it's allocating time toward track maintenance & so forth.However, reducing MORE scheduled trains on busy days like weekdays would be more than an adjustment, it's an obstacle I simply couldn't overcome. Especially weekend trains. Weekend trains are already so scarce. With so many people, citizens, employees, students, professors, families—with communities across LA, Orange, riverside, & every other place relying on these services, reducing the amount of trains available to the public is a hinderance & burden to many. Public transportation is essential. Not only for those reliant on the system, but for the environment as the usage of 1 train emits significantly less greenhouse gases than, for instance, 70 vehicles when heading toward the same destination. Metro link is already doing such a great job with their usage of renewable energy, it'd be a shame to reduce trains & tear our

Response ID	Response
59130319	California state workers will be going back to the office 4 days a week starting in July. I really wish the seven 7:18 a.m. train was running still. I now take the 6:20 train and cannot start work earlier. If the 6:20 train is canceled I will be driving into the office instead causing more traffic.
59130311	Service was already cut last year, and trains are not reliable. In fact, it's more of a pleasant surprise when the train is on time than when we're late. If service is cut and fares are increased, I would not be shocked if ridership decreased, perpetuating the financial pressures Metrolink is already facing. Fare enforcement is haphazard at best, and riders easily get away with not paying for their rides with lame excuses like not having the app or avoiding the conductor when they hear the scanner approaching. The conductor can only do so much.
59130307	My commute would become way longer, and a routine that I had for roughly 4 years will now be changed. It may even affect a decision to stay at my current job.
59130292	I would like to train but if not available will have to drive. Don't have options for buses that would work to meet my needs.
59130290	Providing hourly trains during peak hours is essential for many of metrolink patrons. I would see this as being a huge failure on metrolink to not see how many depend on your services during peak hours to commute to work. Many who are not as fortunate really depend on metrolinks services.
59130250	Don't have alternate transit in Riverside to downtown Los Angeles other than have to drive which I don't want to do
59130189	I enjoy using Metrolink as the station is closer to my home and service is quicker and

Response ID	Response
59129864	I had to say that I don't know because if you stop offering the services I need to the OC, i dont know what I will do since I rely on this for my job
59129048	Need the train to get to work, otherwise will look into quitting
59128976	A lot of my friends and family rely on the availability of Metrolink services. A slight increase in fares is an understandable tradeoff.
59128935	Well I think it's a shame if this happens because I am literally close to the Metrolink station at Santa Ana and I love how convenient it is to go from Santa Ana to Los Angeles. Plus with the raise of gas prices, it will be incredibly stupid right now to reduce service.
59128934	Metrolink has been extremely useful for people from North San Diego County to get to LA and Orange County at an affordable price. I would rather see fares be increased slightly than see them reduce available trains. The weekend trains are especially important and I hope you will not reduce them.
59128856	I strongly oppose a reduction in trains and even shorted routes. I believe a reduction in weekday peak trains would be a disservice to everyone who uses and could potentially use Metrolink as their primary method of commuting to work and school. Commuter rail is the only viable option for some people to get to work or school when they live 30 or more miles away. Traffic is only getting worse as more people move away from big cities but still need to commute to work to those big cities. More freeways or more freeway lanes would not help reduce traffic. Instead maintaining the current routes and frequencies (before the reductions that recently took place) would allow more people to see commuter rail as an option. Good public

Response ID	Response
59128744	This would be a horrible outcome as I use the Metrolink train on a weekly basis. This would provide hardship on not only myself but co workers who depend on Metrolink.
59128740	I have adjusted my schedule 3 times in the last 3 years. My regular schedule was from 7:00 to 5:00 then 7:15 to 4:45 and this last change 6:45 to 4:15. So I am adjusting my schedule earlier because of the time changes Metrolink has made to the San Bernardino line. I live in Colton so I get on at Rialto. It's a long day my day starts at 3:15 when I get up tilll 6:10 till I get home. I am exhausted , at times I think I cannot do this anymore. I have been a faithful rider since 2003. I understand the challenges everyone is facing , but please don't take away the amount of trains leaving in the morning, they are crucial.
59128723	I also bike to work and plan to do so more if I'm impacted by the reductions.
59128722	This directly affects my ability to live my life. I am now trapped inside in Lancaster.. I work in Hollywood and all my friends are there im just poor
59128721	I think this will tank ridership even more. The already slow service combined with high prices does not justify daily use for a majority of people. Increasing prices, possibly longer wait times, and cutting service at some stations seems like a death sentence.I would want to be able to show up at the station and be on my way to my destination within 5-10 minutes. I also don't want to be anxious or frustrated about missing my ride because I'll know from the schedule that the next one will arrive within the next 15 minutes.At the moment, commute by car to LA from my hometown is about 40 minutes--same as Metrolink. But with a car, I'm not limited by a schedule. If I were to miss my train, I'd have to wait an extra hour but if I were to go by car, I'd have been there in about half the time.With the current financial situation

Response ID	Response
59128670	Do not always have car accessible. I would need to plan work commutes around any service closures.
59128667	It would be extremely impactful to me if the train options were reduced. While I have a car, driving to work isn't a feasible option and public transportation is imperative for me to get to and from work each day.
59128665	This would require the purchase of a brand new vehicle which I do not have the funds too, or look for work that is closer to home. I would no longer use Metrolink if service was not available at my station, this reducing ridership even further.
59128657	I have not found an option so I may just have to deal with your now terrible service
59128637	You already discontinued my first train choice. You want to discontinue my second? I literally cannot continue to ask my employer to let be change my schedule again. And it’s unfair that I -at best now have to waste an hour at your train station (not to mention the 20 minutes it takes to get there on public transit buses) - with ZERO shade and protection… just ugh.
59128622	The current schedule is completely inadequate for my professional and personal needs. This is the reason I am not able to use the metrolink train on a more consistent basis. The metrolink system needs to be electrified.
59128614	The entire point of taking the train is that I don't use my car, or make it a collaborative part of the journey with friends (i.e. group train ride to Olivera Street). If there is no service, which I doubt will occur since I'm in the middle of the AV line, it would defeat the purpose of the commuter train entirely.
59128575	With the rising gas prices, train availibilty and flexiblity is more crucial than ever. I

Response ID	Response
59128546	If this happened i would unfortunately no longer be able to travel and commute when needed. In my area of the Antelope valley there is no alternative transportation so I heavily rely on Metrolink trains during weekdays AND the weekend for my trips and important things such as school, work, and important events in my life. I would be devasted and severely affected by more changes in schedule and would possibly lose my job and take time off school.
59128544	Due to disability, I wouldn't be able to drive. Other transit would be difficult due to the lack of reliability, and transfers required.
59128530	The connection to Oceanside is an important link as there are limited options for getting to Orange Co and LA from San Diego county.
59128523	bring back the 12:37pm train. If you have to cut a time, cut the 10:37am train
59128521	We cannot afford increased prices. Metrolink should put pressure on governments for subsidies.
59128461	why remove all the trains that I can take to go back home? i go off the work at 5:30pm and I can take 6:40pm train. the last train going home is at 5:40pm with reduced schedule, which makes it impossible for me to take. adjust the 5:40pm train to leave at 6:00pm or something.
59128422	Bring back service to Oceanside in the morning. Bring back service from Oceanside in the evening.
59128296	Reducing service on public transportation that barely works is insane. Metrolink needs to add more frequency not less. That would fix your financial issues and help elevate your service. Metrolink helps me save hundreds of dollars, especially during

Response ID	Response
59127115	I am unable to drive and no other transit service adequately serves my route, I would take a significant hit to my quality of life, the removal of the late night trains already has.
59127070	This would be definitely unfortunate, cutting schedules trains during peak hours. Don't do this for the mornings (5am till 10am) and midday shift (12pm-2pm lunch hours) evening times (4-9pm). Majority of people work full-time or part-time, usually that start at 7am, 8am, 9am, 10am then get off at 4pm 5 pm 6pm 7pm or 8pm. For example, let's have John Doe leave home to get to a station and his average commute to head to the LA union station is 1 hr 30 min, he starts work at 9am and end work 6pm, and he lives far, like somewhere in the inland empire. If metrolink eliminates these peak hour schedule of trains, this is putting more hardship on this person because they have to adjust their schedule or they might not even make to their job due to the lack of transportation.
59127047	I will drive instead. This will lead to increased congestion on our roadways, more stress, more wear and tear on my car and me losing money that I could be using for other important things. The added trains let me use Metrolink more frequently, however with the recent reductions and fare hikes I've been using it less frequently because it has become less economical.
59126968	The train services up to the Antelope Valley are already limited with the first train arriving to Lancaster at 11:50am. For those of us who work in the AV and rely on public transit this has already hurt our ability to arrive to work on time and fulfill our basic job functions. Also I get on the train from the Santa Clarita station so if the train would not be able to go to the end of the line which is Lancaster I would no longer be

Response ID	Response
59126468	Please refer to my previous comment. All I will add is that I personally feel that it makes more sense to raise costs further to operate and add more frequent trains, operation times, and further opportunities to use the services.
59126461	I don’t exactly know how but I would have a tough time to adopt the schedule I have to this and would have to stop using METROLINK.
59126455	I am willing to pay for service and would find reduced service a real hardship. If anything, I urge Metrolink to expand its service to reach a larger audience.
59126432	Please don't cut back on service
59126424	I get a stipend from my job to use Public Transportation to get to work and I prefer riding the train rather than taking the commuter bus. Major changes to the train schedule during peak hours wouldn’t allow me to come to work at a later time which would affect more than my job, it would also cause burnout from needing to adjust my life in general because I’m Autistic and ADHD.
59126421	The current Metrolink schedules are already at a minimum for a usable regional rail system and we should be adding more trains at the moment instead of discussing removing some. Metrolink's biggest struggle for attracting new riders are its schedule. More frequent and later trains, particularly on weekends, is the only way Metrolink can grow its ridership. Metrolink already goes where people want to go, its just a struggle for new users to rely on a tight schedule.
59126391	Metrolink is our only way to return to Camarillo from L.A. Union station at 5:07PM. If we don't get that train, we have to take an Amtrak train (with Metrolink ticket--OK) at 7:13PM. That's too late to hang around in L.A.

Response ID	Response
59126325	Please raise rates to help keep existing routes.
59126315	I moved to Pomona from San Pedro within the last 9 months, and one of the major reasons I chose to live in Pomona was because of the access to metrolink. I only take metrolink to get to work in downtown LA now. It's phenomenal and I would be incredibly disappointed if service were eliminated or removed from the Downtown Pomona line. The downtown line already doesn't have weekend service, and the weekday service is already limited. I can't imagine any more cuts in service before it becomes useless. Quite frankly, I would be willing to pay more if that meant more lines/service times.
59126304	The commute from Rancho Cucamonga increased since the first changes were implemented in October of either 2022 or 2023 (I can't recall the exact year). By first adding trains to Covina and then to Montclair was pointless. Riders complained from day one, and instead, those trains continued and while the rest of the train lines (and riders) suffered.
59126301	Actually my schedule was affected already as it took out the 4:12 PM train from irvine station to LA Union Stations, also sometime the delay and the cancelation of 1 scheudle will have passengers wait for another 1 more hours for the next train.
59126290	I need Metrolink to get anywhere outside my area! I can't drive as far as Anaheim or Oceanside and definitely not LA. If Metrolink ends or further reduces weekend service, it is essentially killing trains and my ability to visit any of these cities accessible by it. I can only imagine Metrolink in the last two years is being run by people who want it to suffer a slow and painful death. Taking away the connections between San Bernardino and Riverside was a sure way to prove the anti-transit

Response ID	Response
59126211	I have a daily 3-hour commute to school and rely on metrolink as my form of transportation. If services are reduced, I don't know how I'd be able to go to school, especially because I don't have a car. I'd have to find alternative forms of transportation if these changes were made, so I'd prefer increased costs of tickets than reduced services.
59126209	I ride the Orange County Line, which has seen a significant service reduction. I am particularly disappointed that my regular train, #607, which departs Oceanside at 6:18 am, was eliminated. Yet, Train #601, which departs at 4:18 am, remains operational. It is hard to believe ridership levels are higher at 4:18 am compared to 6:18. This change has forced me to take Amtrak, which leaves at 6:57 am. This change has affected my ability to get to work in Los Angeles on time. I respectfully request that you consider resuming Train #607 at 6:18 am in favor of Train #601 at 4:18 am.
59126203	Metrolink trains have made it possible to go visit friends and family that are farther away. In a time where gas is $6 a gallon and less people are able to travel outside of work, we need more trains not less.
59126175	I normally the 91 Perris and OC Lines to commute. However, the recent discontinuation of the 6:33 pm and 6:40 pm is really problematic because my work days end at 6 pm. I am quite frustrated as other lines such as Ventura, AV, Riverside, and San Bernardino still have trains after 6 pm. I pay for the monthly pass but not being able to have a train after 6 pm is frustrating. I have taken the 12:33 pm and 12:40 pm trains before and they seem more empty than the 6:33 6:40 trains so not sure why these trains are being discontinued.

Response ID	Response
59126134	This would be nothing short of a disaster for the greater LA area. Our city and region has been making strides to lower our carbon emissions and reduce our car dependency. Metrolink has been a part in this due to the service increase in the past couple years. This service increase had made me take Metrolink more and my peers! If these service cuts were to take place that would leave me without anyway to get where I need or force me to drive and pollute the earth.
59126132	Both an increase in price and a cut in service is to much, one or the other seems manageable.
59126125	It would take me longer to get home after work. Please don’t take away any more trains off the schedule.
59126123	I'd ride Amtrak
59126122	If weekend schedules need to be cut, I recommend cutting VC line service since the Surfliner already covers that area with code share trains and cut OC line service between Fullerton and LA on weekday service since those stations are already served by the 91 line or bring back the Fullerton-Laguna Niguel shuttles which would cut costs by cancelling service in areas where it already is covered by other services. And work with Surfliner and Coaster to implement timed connections at Oceanside and other stations. Try to maybe work with surfliner to implement codeshare tickets but with a raised price so not everyone just rides surfliner at a super cheap price to Orange County.
59126120	Cutting service, & reducing travel options is a bad move. Doing this will make you lose ridership, & potentially, less income

Response ID	Response
59126095	I take Metro to Metrolink. I never have problems finding a Metro train that suits my needs, but Metrolink often throws a monkey wrench in my plans. Already there are often not enough trains to get me to my destination when I need to… It should not take 3 to 4 hours to get from Azusa to Redlands. A reduction in trains would mean I just would not use the service any longer.
59126080	It is imperative that the weekday commuting trains at peak hours be saved!
59126071	This will me to not be able to get out and about on Metrolink and may have to use Amtrak instead!! Metrolink will be losing ridership and money too!
59126069	The whole reason I began using the service and many people I know, was the frequency and late night trains leaving Union Station weekdays. This allowed traveling into the city for concerts, sporting events, markets, more accessible, and a comfortable way to travel without sitting in traffic and having to worry about driving. If someone of age was participating in alcoholic beverages, it was a safe reliable alternative to driving. Without the frequency and late evening trains traffic has a potential to get worse again and the potential for more people to drive under the influence.
59126061	This will severely increase my depression. My depression began when I started my job in LA area, and I had to drive myself to work. Since then, I started depression medication and switched to the train. My life improved significantly after I started taking the train. if I have to start driving to work again my health will significantly deteriorate once more, not exaggerating. I cannot go back to driving please for the love of god, I NEED THE TRAIN. Metrolink saved my life, I swear, I was at my lowest point when I was trapped in my car for 2+ hours a day. I had no time to relax, unwind,

Response ID	Response
59125378	GAVIN NEWSCUM NEEDS TO FUND METROLINK. INSTEAD OF THE $20 BILLION DOLLAR TRAIN TO NO WHERE THAT IS JUST A COMPLETE SCAM. SOCAL RESIDENTS DEPEND ON METROLINK!!!!!!!!!!!!!! WE NEED METROLINK
59125156	Using public transportation is a way to save money on fuel. But if those services are cut and can't get to my destination without worrying on if the train will be running when I return I can't take that chance and may as well drive myself
59124708	Driving is a horrible option for my commuting needs as it is a terrible expense between fuel and parking charges, and the traffic is horrific no matter what time of day you try to travel between OC and UCLA.
59124239	I would prefer to have the current schedule of service. Late night and weekend trains are some of the most useful services for me. With the extension of the D Line, I was planning on using metrolink even more for nightlife and events over driving and paying high parking fees or overpriced event related uber fees. Metrolink is reliable and easy to use and changing its schedule would deincentivize me from using it as time is money, and I would not leave for an event earlier or leave the event earlier entirely.
59124232	We need to think of ways to get people to use the Metrolink. Increasing fares and cutting the operation defeats that purpose. What are some other ways we can fund public transportation?
59124228	I would be screwed. I would likely have to pay an expensive Uber
59124227	Please keep the fares and train schedules the same especially during summer months when we can enjoy going to the beach.

Response ID	Response
59124177	I mostly NEED the connection between Orange County and San Diego County. If any service is cut from Oceanside, I'd urge Metrolink to partner with OCTA and/or NCTD to extend/create bus routes connecting Oceanside to any nearby OCTA route at minimum. I'll settle for a mediocre connection; as long as there's some public transportation link between the two transit systems.
59124126	Metrolink has already significantly reduced its schedule on weekdays and weekends. I would be significantly less likely to use Metrolink if the stations serviced were cut and if times were cut. I would be MUCH more likely to use metrolink if times were expanded, especially on weekday evenings and nights.
59124100	Currently, Metrolink has just sufficient frequency that I can figure out a schedule that works to get to work on time (I need to account for other connections). If the frequency is reduced, it will make it harder for people like me to be able to ride Metrolink and we may resort to having to use the car.
59124099	I would have to use the bus with more transfers and longer times.
59124091	I find it frustrating in a city as big as Los Angeles that Metrolink doesn’t already run a few more trains. How can you expect more people to ride when you’re going to reduce trains and raise prices?
59124077	Metrolink is vital to me and my commute to work and main source of traveling normally. If there were fewer trains this would affect me greatly and I would have way less options for commuting since burbank does not have a transit system.
59123911	Metrolink becoming less accessible and reliable with be a serious detriment to my overall quality of life. I strongly oppose any reductions or lack of frequency of train

Response ID	Response
59123856	I would prefer higher rates instead of cancelling service
59123843	I do not support any reduction in service. Increase regular fair
59123838	I value the train so much! Especially as gas prices climb we need Metrolink more than ever!
59123826	This would be a massive displacement for me. I would have to procure a car.
59123820	I usually use the metro link to go up to Lancaster to catch the bus to Mammoth. Eliminating weekend service would destroy a really good option to get to that part of the state and make my life far more difficult. I strongly disagree with the proposed weekend cuts to service and hope the board changes course.
59123819	We have way too much traffic and congestion. I need Metrolink to avoid this. I will not be able to travel as much and contribute to the economy without full service.
59123814	Service from south OC was already cut, the previous 605 schedule was ideal (departing Irvine at 640AM); the last train to south OC now leaves LA Union station at 540PM, bringing back 628 would be nice
59123809	It will affect my income
59123808	Keeping weekend train schedules is very important for me to be able to visit Southern California in an affordable and environmentally friendly way. It reduces car travel/traffic, and allows me to travel Southern California. If weekend schedules were eliminated or reduced, it would mean I'm giving less or no money toward MetroLink.
59123792	Considering my nearest station is Irvine, I would most likely take amtrak or the bus

Response ID	Response
59123789	Orange County weekend service is barely usable, but previously I was forced to take the surfliner when coming from San Diego on a weekday
59123788	Cutbacks are not the answer.
59123786	Not being able to take Metrolink would mean I would have to use more longer alternative routes, which needlessly uses up the majority of my day, especially when travelling to VC or the AV.
59123779	Will go home less often every week and driving on the freeway would be grueling task to do.
59123777	I do not mind having to pay more, but please please do not reduce service. I understand needing greater funds, but reduction of funds only makes transit less appealing due to longer wait times. We should encourage paper to take transit, not alienate them.
59123769	This is incredibly concerning for me. The 4:20pm train from Tustin to Union Station helps a huge amount of UCI undergraduates, graduate students, employees, adjunct and assistant professors, post-docs, and other UCI affiliates. Getting rid of this train impacts hundreds of people daily Monday-Friday. I would highly suggest keeping this training (along with keeping the 5:20pm train) and removing one of the midday trains instead. During the winter, if I can't take the 4:20pm train home and have to waiting for the 5:20pm train, I am walking home in the dark and my safety feels in danger (as a young woman, this is especially concerning). More people will be forced to drive, increasing traffic.
59123756	I would prefer metrolink serve my station MORE NOT LESS.

Response ID	Response
59123650	Without the train or other transit I don’t have way to travel.
59123637	Driving adds another car on the road and impacts the environment.
59123634	Please don't operate fewer trains.
59123623	Train #601 in the morning gets me to work late by an average of 15 minutes every day and I have to wait an average of 20 minutes for #736 in the afternoon. if that scenario stays or worsens, I'll drive to work
59123621	I often WANT to use the train but can’t because it comes/goes so infrequently…especially on the weekends when I’d love to use it to explore new cities but end up driving because there are only one or two options a day. Please ADD more times and you’d end up with higher usage!
59123601	Reducing service makes zero sense. There already is hardly non commuter service. The reason people don’t use the train is because the times don’t work for people. When my brother (who does not drive) takes the train out to Redlands from Orange, there is only one time the whole day on the weekend that he can go back on—8 am. If I want to take the train to LA for an event, the train does not run late enough to take it back. No event is ending at 9. Id love to take it for flights to LAX but it’s not frequent enough on weekends. I love that we have public transit—I went to school in England and took the train an hour each way every day. It’s possible to make it everyone’s choice (especially with traffic and gas prices), it just needs to be reliable and more frequent. No one wants to drive to LA, the traffic is horrible. Cutting train times even more is ridiculous. That’s not how you get more people to use it. That’s how you get people to find it unreliable and unhelpful.

Response ID	Response
59123533	We have had situations recently where there have been repairs and some trains have been deleted. I have not been personally affected by that. Ventura Downtown is very convenient for me but I do have the option of Oxnard and Camarillo which I could and would use. I want to continue using Metrolink and I could adjust my schedule hopefully to make it work for me.
59123530	My current train schedule gets me to and from work on time. If the train schedule does not do that, then I will have to drive.
59123518	Metrolink reduction during peak hours would be very troubling for those of us trying to take public transportation into Los Angeles for work from oceanside. The ideal train that departed from Oceanside at 6:19 a.m. into Union Station is no longer on the schedule which makes taking public transport into Los Angeles and timing getting to work on time very problematic. Why take away the one train that gets those of us in North County San Diego into work timely away. The options are other ungodly hours to take a metrolink.
59123508	This is actually my current situation. I was taking the train multiple times a week, but with cancellation of Oceansides 6:18am train, I have been driving into work.
59123505	I'm having a hard time understanding how we're going to cut train times in a time of higher gas demand. I would be able to take Metrolink more often if you offered later dispatches from LA Union Station. I work early and get off late. I would like to avoid traffic.
59123503	I don't understand why that would be necessary. Why not partner with local transit for better connections. Like a shuttle or bus to connect with Metro A line at Pomona North.

Response ID	Response
59123427	Service cuts are my least preferred way of solving this problem. I would prefer if fares were adjusted or, better yet, if there were some sort of funding measure we could propose and pass to increase Metrolink's budget.
59123416	New Train schedules no longer work for me
59123403	It seems if reduction of service is required, non peak times would seem logical. I have ridden at non peak times where the train is almost empty.
59123308	I will put more emissions into the environment by driving individually. I will try to use other train times, but it is real hard coming from Oceanside to Orange county. PLEASE dont cancel this route. The traffic through camp pendelton is horrible!
59123298	You eliminated for now the line I always use in the mornings. Now I have to wake up earlier only to ride a train that's already full by the time it gets to Upland
59122878	I'd rather have the MetroLink still active on the weekends. It's a great way to get to different destinations really quickly than using public transportion sometimes. Whenever I go to Claremont on the weekend I get there in 40 minutes by the train. If I were to take a bus it'd be 1 hour and 22 minutes. Huge difference and there's probably people who still use the Metrolink to get to work. Getting rid of it on the weekend isn't worth it.
59122838	Raising fares and cutting services aren't the answers. Everyone is going through times and this will create more problems for everyone. Public transportation should be affordable and dependable in a civilized country!
59122799	It be a combination of adjust schedule, travel less, or drive

Response ID	Response
59122748	I cannot always drive for long because I have an eye condition and adhd so driving is both hard and can get dangerous for me. The train offers me a place where I can rest my eyes and not lose my focus on the road
59122735	I can drive instead but it is not convenient as driving from Oceanside to LA increase traffic and stress
59122719	eliminate stops at certain stations on AV line (Sun Valley, et. al.) is preferred to reduced service during peak times
59122710	California said they wanted to 'save the environment' with less pollution and cars on the roads. If you remove the trains you will cause more cars to be on the roads. This isn't fair to the consumers that depend on public transportation.
59122707	I need to find another way to get to work/school. I use the train as my primary transportation, so I don't have to commute 2+ hours to and from school/work. It saves me time and money.
59122702	This is completely unacceptable. Even the options provided to answer the questions are ignorant and disconnected. Most people who use Metrolink have no other option and you are leaving us without the availability to get to work, school, appointments, and travel. We heavily rely on every route and quite the opposite to what you want to do, we need more stations and lines. We need more frequent trains and trains that can be available 24/7.
59122689	Metrolink is crucial for workers commuting from OC to LA. Even the current reduction is causing a lot of difficulty. The last train to Buena Park leaves Union Station at 5:40PM. I've already had to adjust my work schedule after you slashed the

Response ID	Response
59122634	You can change hours but at some point you remove the utility altogether. Our hospital staff relies on metrolink to get to and from work on 10 hour shifts. By removing the 6:30 trains home in particular your ridership will drop dramatically. Why take the train to work if you can't get home?
59122627	Please bring back the 9:45pm return line to fontana from claremont or adjust the last train from 10:45pm to 10:15pm. I do not want to drive
59122622	My earnest request is not to cancel any existing scheduled trains. Rather, address the financial issues by increasing the fares / getting the funds needed from local sources. If you are planning to cancel / reduce services during peak hours it is definitely going to have passengers, think about the reliability of Metrolink for their commute and may look for alternatives, which will eventually put the shutter for Metrolink, if that is what the ultimate goal of Metrolink management. For sure, this will help car manufacturers and the sales.
59122616	I do not know how I would commute to work. Those that live around East Ventura already have very limited options. One morning train was already cancelled. Now, there are only 2 morning trains and 2 afternoon trains that service East Ventura from Union Station. Please don't leave us stranded. We depend on these trains. In addition, train 104 from East Ventura is always filled with commuters. I honestly don't know how I would get to work.
59122614	Not sure how Metrolink got to this point. We were fine when it was under Amtrack contract. Since we moved to this new vendor so many head aches. People making decisions when they never stepped into a train unless it was for press. Fake news. Untrue on Metrolink did raise ticket price a few years back. and So many people used

Response ID	Response
59122585	I recently moved from Glendale to Buena Park so I could be closer to family, and was very happy to start taking Metrolink instead of driving or taking the bus. But I already have very limited options in my commute from Buena Park to Union Station. It's frustrating enough that there are two trains only 10 minutes apart, when they could be spaced farther apart to accommodate more schedules. Luckily my employer was able to let me adjust my work schedule when I started taking Metrolink, but there is no more room for adjustment. If either the OC or Perris Valley lines change, I would likely have to drive far more often, with greater expense and once again contributing to pollution. I was able to move specifically because the Metrolink commute option was available. To lose it would be devastating.
59122582	We need later time fares.
59122581	would have no method of transportation
59122573	Please don't eliminate Orange. It is 3 miles from my work. I love that little train station.
59122564	I believe you should keep the peak commuter trains running. They are very full of paying customers. The mid day trains and late night trains that do not service many riders should be the ones to look at trimming. Also a train between 816 and 820 should be added to reduce crowding and spur more ridership for the many that have that schedule.
59122563	Depending on the stations it would affect me from riding to certain areas. Which in fact would hinder other riders not just me.
59122549	We should add more rails and add more frequency to trains, traffic keeps rising as

Response ID	Response
59122370	I will need to drive if the ARW 3807/IEOC 807 morning lines and the IEOC 822/ARW 3836 are cut. With rising fuel costs, this could make my commute unsustainable in the long run. Additionally, if the ticket fare prices were to increase to be competitive with fuel costs, my weekly trips (4 days a week) may not be economically feasible.Because of the consistent experience I've had using the train as my primary method of commuting, I've been willing to take longer trips on vacations using Metrolink. By making the trains accessible to everyone, Metrolink can increase their user base so riders with regular access to vehicles (like myself) will want to participate in public transit more. I believe there's an opportunity to do this, especially with more people turning to public transit right now.
59122369	I will have to adjust my schedule, impacting my work. Or I could drive which is a lot more stressful than taking the Metrolink. Metrolink is the best option to get to and from LA as a commuter!
59122053	I use Metrolink to skip driving. I prefer taking public transportation whenever possible but its availability is its primary benefit.
59122039	evening trains are very important to me
59121758	Some background: though I don't currently live in the LA area, I will be moving there this fall to start my PhD in CS at UC Riverside. I'm currently considering housing options with my girlfriend who is a PhD student at UCLA. To avoid the cost of car ownership, no matter where we end up, we will likely rely on Metrolink a lot. The option of commuting to Riverside from LA for me just got a whole lot more difficult due to the elimination of the 4pm 91 line train out of Riverside, necessitating a much longer and soul crushing shuttle bus + train out of San Bernardino. Also you should

Response ID	Response
59121425	The Riverside line I use to commute every day has already been reduced to very few trains. If any other reductions in trains would occur, it would make my daily commute much longer. It would take me 2 hours in morning traffic to commute to union station from Jurupa Valley, making it almost 4 hours a day spent on just getting to work.
59121410	I strongly disapprove of cancelling weekend service, the schedule is already sparse enough
59121375	Please do not reduce the frequency of the weekend trains on the Orange County, San Benardino and Inland Empire-Orange County Lines. Metrolink needs to enforce fare payment by installing gates and fare validators for passengers before boarding the train. This will reduce the number of fare evaders.
59121295	I have already had to adjust my schedule with the removal of trains that went into effect in March. Depending on the impact of the new schedule, I would try to adjust my hours yet again, but if that is not possible under the new schedule, I will need to find other transit options.
59121267	cutting service is going to negatively affect many people who rely on Metrolink to get to work. A lot of people like myself also use Metrolink to go to LA on the weekends to save time and money vs sitting in traffic.
59121104	I strongly prefer Metrolink but Metro trains are an option though not one I prefer. But I feel a responsibility to use public transit so I'd just use Metro. I have already adjusted my schedule by taking the 5:30 am (instead of 6:00 am) Metrolink train to get to work on time. Not sure I could adjust further if that train was canceled.
59121089	I am against eliminating any other trips on all lines because people need to use the

Response ID	Response
59121000	I understand that supply issues are decreasing capacity, but decreasing the Montebello/Commerce station stop on the Orange County Line for most of the day forces me to drive instead of taking Metrolink. I wish that if the stop were reduced, the lines that still stop at the station could be dispersed throughout the day so people commuting in either direction could still take the Orange County line.
59120976	When I started a new job, I was excited to learn that taking Metrolink would be an option. I've been trying to adjust to taking the train as often as I can, but with a variable off time it can leave me waiting for a train for about an hour (or longer with delays). If there were to be even fewer trains, I would no longer be able to take Metrolink: which would be awful, as I'd looked forward to transitioning to making Metrolink my full-time commute method. Especially when gas prices are so high, with no end in sight.
59120965	Tell your conductors to start asking passengers for tickets. 50% of the time I take Metrolink they hardly ever come around asking for tickets and most of the riders haven't purchased tickets
59120963	Metrolink is a backbone of my transit every week. I'd be left with little to no convenient transit with the current schedule in place moving forward.
59120957	I think Metrolink is caught in a catch-22 situation. The system can't increase the frequency of service because of low ridership, but many people don't take it because the trains don't run often enough. I think that increasing the frequency of trains would increase ridership and generate more revenue, but I don't know if it would raise revenue enough to offset the cost of fuel, maintenance and staffing. I do think that taking trains out of service or having them not run the entire route will decrease

Response ID	Response
59120829	It’s completely insane that the 6:18 AM train was cut out of Oceanside leaving only the 4:18 and 5:18 AM trains. The strain on my well being is great but I’ve adjusted. Leaving this schedule is really inconvenient for such a strong train time. The service was reduced in 2025 and to reduce further will only drive away ridership, myself included.
59120828	Reinstate all train service. These service reductions have negatively impacted so many Los Angeles residents who rely on Metrolink for their daily commutes and access to work.If these cuts are related to funding challenges, please be transparent with the public. Share the reality of the situation, explain what support is needed, and give riders an opportunity to advocate alongside you. Simply attributing these reductions to “mechanical issues” without additional clarity is frustrating and does not build trust.The public is urging Metrolink to restore these lines and prioritize reliable service. If these routes are not brought back, disruptions will only continue to worsen, public confidence in Metrolink will continue to erode, and ridership will likely decline significantly!!
59120815	M100 was suspended and i travel from Burbank downtown to Union station to catch the 5:40 am OC train. Now i get to work an hour late which has hurt me greatly. plenty of riders on the M100 are not happy with the change at all. Really need to bring it back or some way to get to Union Station in time for the early OC train
59120811	Rush hour morning and evening is really packed. Ive rode midday and there is no one taking train
59120805	Metrolink must work with civic leaders to ensure adequate funding to provide service during PEAK HOURS when schedules are less flexible. Otherwise, Metrolink

Response ID	Response
59120744	Metrolink is CRITICAL to getting people off the road, and the very fact you're entertaining the idea of WORSE service for MORE money is despicable. I understand the financial and funding problems but this is the richest state in the 'richest' country and we cannot even provide the MOST BASIC of commuter rail service. It's absolutely pathetic that Metrolink has continued to fail us for 30 years without meaningful permanent improvements.
59120739	Reducing train during peak hours and elimination of service is a horrible idea that will be detrimental to the local economy. These proposals seem to hurt the working commuters who benefit and rely on your service. You changed operators last year with the promised of improved service and these are their proposed solutions/improvements? It is obvious they have never used the service themselves and probably drive to work. Horrible proposals.
59120725	Thank you for sharing the information regarding the proposed fare increases and service changes. I completely understand the need for fare adjustments given the rising operational costs and the fact that fares have not increased in many years.That said, the reduction of service—particularly the removal of multiple lines, including Line 307—has had a significant impact on our company and its employees. We employ a large workforce that relies heavily on Metrolink, and these service eliminations have resulted in some employees needing to arrive at work 45–60 minutes earlier than their scheduled shifts. Unfortunately, our company's management is not flexible with these schedule changes, which has created real hardship for affected commuters.While an email notification was provided, the scope and impact of these service changes do not appear to have been fully communicated to employers. Is there a way Metrolink can directly notify companies about these

Response ID	Response
59120632	I already have to drive because your trains are so unreliable and always break down. Maybe if you spent time fixing them instead of running empty trains for felons you wouldn't have this problem.
59120602	Specifically, I need to be able to go out to San Bernardino to see a friend of mine who has something that was delivered out there a package. If we conservance gets eliminated, I will have no way to get out there and it will take way longer to get out there by bus cause, there's no direct bus service that take you from LA to San Bernardino, like it used to be back in the 80s and early 90s when we had, when, when omb trans used to have the 496 and 497 bus that would go from San Bernardino, all the way into downtown, LA dot limited when Mitchell started. I think you guys should consider maybe trying to make an offer to me.Trans, to see if they be willing to bring that to bus routes back, because it trained service gets a limited on weekends.You're gonna need people stranded out in San Bernardino or LA need to go either go to in front bothlocations, that's not gonna be fair on us.The ones who are transit dependent
59120550	The train helps many people but it will cause riders to stress over the schedule changes. Many will consider changing jobs if it takes to change their situation.
59120548	Please do not cut weekend service I use it to travel from Lancaster to San Bernardino to volunteer at a camp in the San Bernardino mountains.
59120545	I strongly oppose trains being reduced during peak hours. A lot of people depend on these lines during peak hours. Gas prices are the highest in the nation here in California I've already been affected by the VC 5:10AM being removed. Why not move AV line 200 to 5:30 AM instead of 6:00AM.

Response ID	Response
59120028	If you cut back service further or cancel it all together. I will be stranded and won't be able to get to where I need to in simi valley.
59119972	Cutting services strikes at the heart of this being a commuter train. There's no way for anyone with a 9-5 job to be able to utilize the train for commuting. By limiting the train schedule, it's already relegating a commuter train to a leisure or event train. Something people could take all the time for work included if there was a more reliable schedule.These budget shortfalls should be absorbed by the Alstrom, the multibillion dollar conglomerate that operates Metrolink. Alstrom is a company that is profitable and not in dire financial straits. Or government funding. Whatever can be made available.
59119525	Do not eliminate weekend trains, many riders use Metrolink on the weekends for leisure/recreation including myself.
59118701	I do not want to drive, but I cannot adjust my work schedule. Having to take a train that is later or earlier than I currently take would be an inconvenience.
59118262	Please do not limit the trains. It's already difficult where I get on and get off.
59118259	This would impact me immensely. I rely on metrolink to commute from Orange County to DTLA during the weekdays for work. Without this, it would be incredibly difficult for me.
59118258	I want Metrolink to serve my station.
59118251	This is my only way to get to LA and back for all my necessary business.
59118247	Go rob a rich person for Christ's sake; don't reduce service! We're poor, we need

Response ID	Response
59118219	I will be unable to visit family. Metrolink is my only current accessable option. Many weekend workers will also lose their jobs. This cannot happen. It will have terrible repercussions on the communities you serve and ultimately on your income, which you claim you need more of
59118216	Please bring back the 11:39pm Lancaster weekday train
59118212	I started taking Metrolink to make my commute much more manageable. I live in Rialto and my employer moved from Corona to Irvine.
59118198	I will be stranded because I can't afford an Uber or taxi from Acton or other stop distanced from Lancaster
59118192	We need more trains not less
59118190	The "temporary" Metrolink timetable which eliminated all trains on the 91 and OC lines leaving LA Union Station after 5:40 pm was a very bad move. I would prefer if trains were spread out apart while still maintaining trains that leave in the 8 pm hour. Longer wait times during the midday would be preferred if some evening trains were maintained.
59118184	I prefer to use public transit over driving because I can use the time efficiently. If the train that I need is permanently removed I will drive instead.
59118173	I use the metrolink because it saves me manoey on gas an maintanace and I believe it great for the enverinment overall.
59118148	Hopefully, Metrolink will consider that people commute on trains for valid reasons.
59118144	Cutting routes, in particular during peak commute hours means jobs. If you change or

Response ID	Response
59118138	OC is 623 (4:20–5:20) removal - I am against this! This has a huge negative impact for a segment of your riders. This change has left corporate commuters who relied on that specific time to stay productive during their commute. That hour was counted part of the workday for those of us that worked remote. If you had observed that train, you'd see that most of us had our computers out, working. Without it, there's no practical way to use Metrolink during working hours. I don't care if the fare is raised. It's more important to have that specific train line than to keep the cost down. As a result, riders are being pushed outside the standard work window, which takes away much of the service's value. What used to be productive time is now just commute time, and many of us are reconsidering driving or other options.
59118136	I'm reaching out to raise concerns about the removal of train OC 623 (4:20–5:20) on the Orange County Line.Eliminating this train has created a noticeable gap for a specific group of corporate commuters who depended on that time window as part of their daily workflow.Many corporate professionals relied on that hour to stay productive while traveling, effectively extending their workday in a way that made commuting more efficient. Without it, there's no longer a practical option for those riders to use Metrolink during working hours.Instead, commuters are being pushed to travel outside of the typical workday, which significantly reduces the benefit the service once offered. Time that could have been used productively is now simply time spent in transit, making the train a less useful option for many. Now us corporate commuters are looking at driving and other options. Removing this train without offering a comparable option within that same end-of-day window risks losing a segment of riders who previously depended on the service. Many of us have alternatives, like driving or carpooling, but chose the train specifically because it

Response ID	Response
59118035	If Metrolink cancels these trains then I will will find alternate options.
59118033	The Metro A line would be my next choice. I am absolutely considering using Metro if Metrolink continues to not take care of its riders. The only downfall of Metro is they do not check tickets at all so anyone and everyone can get on. At Metrolink checks for tickets every now and then.
59118032	I have no choice but to adjust my schedule. I will be arriving to my job location an hour early now because my train that got me to work on time was cancelled.
59118028	El horario propuesto no me afecta porque la programación no afecta mi horario de ida y vuelta.
59118026	I will just use my car and go late at night
59118016	Weekday train reductions would disrupt my schedule significantly, especially since my commute to LA on the OC line is often during the middle of the day. The cancellation of the latest train back to OC has already disrupted my schedule significantly (having to either come home earlier or pay extra for Amtrak). I also think weekend service is already insufficient, so I can't even take the train for a lot of my weekend obligations and drive instead.
59118012	between the service cuts and the cost increase, it makes it very hard to choose metrolink
59117947	I believe that if Metrolink services were cut from Norwalk/Santa Fe Springs station I would be very much cut off from other areas that I travel too regularly. I commute from Whittier down to Fullerton and sometimes even down to Santa Ana. I believe cutting down on operations would do more harm than good since a lot of people I

Response ID	Response
59117937	Since you have cut the late night trains, I cannot get home from work when I work late. I was working and taking the 11pm train home, and now I have to take other transportation, which means it is not worth it for me to buy the monthly pass.
59117925	The mismanagement since last year has been terrible, first the october changes, then now more cuts to early morning and late trains, and now more cuts this makes it seems that metrolink actively working to sabotage itself and the consumers that take the train. I do think metrolink needs to do double backing and electrifying the trains, keep more trains for morning and evening commutes (because those are the important since people have to go to work and come back from work) and lastly making sure it has better management or find one.
59117918	I have already lost several options on the Oceanside-Tustin run. I am currently down to one semi viable option that leaves Oceanside at 5:18 AM and gert me back at 6:45pm. Any further reduction in service would probably make Metrolink untannable as a commuting option.
59117908	I can understand midday and late night and weekend being eliminated to reduced but please don't reduce peak traffic time for workers - not only environmental issues but also quality of life - please don't do it!
59117898	I need access to weekend and evening trains. It would affect me negatively to lose those
59117894	I would rather not drive due to traffic, fuel cost, and wear and tear of my vehicle.
59117892	Please do not remove crucial service. It keeps me sane not to drive the awful 91 commute. You have already made my life significantly more difficult with your

Response ID	Response
59117830	Driving instead so as to get to work on time will increase the amount of cars on the road, causing more traffic and more accidents. It will also negatively affect my financial situation-- along with other commuters, as gas prices rise. Not only will i have to wake up earlier and spend more money to get to and from work, i will also be more tired and stressed with the traffic which may translate into more accidents and decreased life satisfaction. My commute would be intolerable without the trains and i based my decision to be employed where i am based on the close distance from the train station.
59117809	I strongly oppose reduction of trains. If anything, trains don't run often enough to use them in a serious way. I don't understand why Metrolink can't receive more money from the State of California (the fourth biggest economy in the world) in order to run trains often throughout the week and weekend. It would reduce car travel related emissions, improve air quality, and reduce car accidents. Having a comprehensive train system for Southern California—such a car reliant culture—would be such a huge improvement to the quality of life for the residents, especially working class people for whom owning a car is a huge financial burden. I don't understand why California can't have better trains. It doesn't make sense, when looking at the wealth of the state.
59117805	Service reductions has an effect on my Metrolink ridership and would end up using Amtrak Pacific Surfliner
59117796	If cuts are necessary, please prioritize weekend cuts, followed by weekday midday cuts, followed by shortened routes. Please do not change weekday peak routes, as this will drastically affect commuters and work schedules are often inflexible. Many

Response ID	Response
59117643	I already adjusted my schedule because of recent cuts to San Bernardino line. It is bad. I get less sleep.
59117590	It would not be good as the schedule change over a year and half ago made me have to adjust my schedule. Employers don't have to be flexible just because Metro changed their schedule. It will affect many people.
59117298	Other modes of transit will also be considered. If all options are expended, travel will be reduced.
59117077	Metrolink needs to be very clear and transparent about the cost and ridership on each train targeted for change. Midday trains are typically cheaper to operate than peak hour, nights, or weekends, so midday trains should be increased, not decreased. With 30+ years of data, Metrolink should know which trains carry people more effectively. Basic service, every hour or two hours on each corridor from about 630 a.m. to 930 p.m., should be supplemented with more peak hour, midday, night, weekend, and special event service as demand warrants. This is normal railroad and transit planning and scheduling.
59116986	It would cost me more to travel and longer, making it harder to go to school and work.
59116914	Reducing or eliminating weekday services would present significant hardship to those who rely on the trains for our commute. The service cuts in March already made commuting more difficult and additional cuts would likely require that I look for alternatives to Metrolink. Public transit cannot cut its way to relevance. Fare adjustments would be better than more cuts.

Response ID	Response
59116886	I need the trains to run daily in order for me to make it to work and see family. I was a VC 100, VC 101, and VC 139 customer and would love to see these return.
59116885	I would STRONGLY like to keep at least 2 morning and 2 evening trains for the 91/PV line each day, including weekends. If certain trains within the daytime are cut (like they have been before) I will survive, but if there isn't at least 1 early morning train, 1 late morning train, and 1 or 2 evening commute trains, significantly less people, like myself, will be able to use the service. I don't know what I will do since Amtrak doesn't go to Perris either, and RTA has extremely poor coverage.If there aren't options for people to go somewhere and get home within the same day, people will not use your service. The current 91/PV train schedule on weekends of having trains go only go to perris in the nighttime and LA in the morning means that most people like me who use the train for short trips aren't able to use the service at all. I feel that there is an issue in the schedule of the trains that is preventing people from using them, which is then blamed on the riders for not taking the train often enough. A lot of people would if they could, and if you need to reduce service so that people can leave early in the morning and come back late at night in the same day, so be it.
59116883	I have been riding Metrolink for many years from Oceanside and seeing it cancel trains especially to Oceanside has made it especially difficult to attend school.
59116880	Metrolink is incredibly important to weekday commuters. If cuts have to be made, please make the cuts to weekends and at off peak hours. People have choice in the times they go out to have fun. Workers have much less choice in when they can be at work, so those commuter trains to take people to and from work are essential to maintain. When workers don't have convenient train access, they start driving a lot

Response ID	Response
59116860	Reducing VMTs is the goal of most local jurisdictions right now. Decreasing service doesn't make sense with this rising pressure
59116840	This would be a major detriment to my overall well being. The train is the only thing allowing me to work where I want and live where I want
59116839	or drive.
59116833	PLEASE DON'T DO THIS! Metrolink is a wonderful service that connects LA much faster then a car. I love how I'am able to get to LA areas faster because of this service and I wish there were more trains so it could be used more on the weekend. I miss the late night train, it was a great option to take when I am in downtown very late.
59116827	Only raising fares would be better than service cuts as the current times are pretty low especially on the weekends
59116823	The Metrolink already has hour gaps between trains. If more trains got canceled or changed, I would not be able to make it to school on time or get home after class even later. If the times do not line up at all, i would drive to school and spend hundreds on gas every month
59116822	It seems shortsighted to cancel trains during peak commuter hours where Metrolink has the opportunity to pick up more riders. I was a relatively new rider, but have since abandoned it after the constant delays, breakdowns, lack of communication, and for lack of a better word, deception. The removal of the lines were originally 'temporary', then became permanent which is deceiving, and it's obvious that the financial issues are due to internal incompetence. Reinstate the commuter lines and I may return, otherwise, good luck, I will miss my days of trying to make this world a

Response ID	Response
59116818	I am writing as a daily rider to respectfully ask that you reconsider any plans to raise fares or reduce service. For many students and working individuals, your trains are not a convenience but a necessity that makes education and employment possible. Even small changes in price or schedule can create serious barriers, causing missed classes, lost wages, or job insecurity. Reliable and affordable transit supports our community's stability and growth. Please continue prioritizing accessibility and consistency so riders like us can depend on Metrolink every day. Thank you for your understanding and commitment to this service
59116816	I would have to drive to the Pomona North station and take the Metro A Line to/from downtown LA
59116812	Likely switch to Amtrak instead.
59116811	Reductions of trains during commute hours would be a huge setback for me and many people who have built their work schedules around the current system. In most cases like mine (Union Station to Tustin) there is no viable "other transit" alternative besides driving. I would much rather pay a little higher fare than have a key commuter train canceled.
59116803	I feel strongly that reducing train schedule is NOT the solution. I do think that a number of work commuters like myself would be willing to pay extra (as long as it's less than Amtrak) to be able to continue commuting by train. Not only does it significantly reduces already problematic traffic and pollution from cars, but it helps with productivity and community building--I can work on the train and meet people for networking. Also, families traveling on weekends for "fun" helps local economies and decreases pollution--win/win. If there is no train that fits my schedule or it's

Response ID	Response
59116790	I would simply take the bus.
59116780	I'd likely have to buy a car
59116779	I have taken the train to 10 years to work. Amy more changes that no longer benefits the rider I will switch to commuting by car on a flash. Think carefully on future changes. It may make or break Metrolink's future!
59116778	I already had a preferred train canceled, and i switched to a train an hour earlier to get to work. If my current train was also cancelled I would have take a train even earlier, which would be less than ideal :(
59116777	I will take Amtrak instead of Metrolink, which can be three times as expensive for a round trip to LA.
59116773	As stated above, not sure.
59116770	I'm already mad that you cut the last train on the Perris Line. Seems it would be more convenient to cut the middle trains. I would rather wait for a later train then have to rush to the station.
59116768	Please consider fare increases and removal of midday weekday service before removing weekday rush-hour service. Please also help the conductors and engineers we enjoy seeing everyday to stay on the job by reassigning them as opposed to letting them go. We love our Metrolink personnel!
59116765	If the train is no longer available at Newhall, I would take it from Santa Clarita and if it's not available there, then I would take the commuter bus
59116761	I lived in Fullerton until about a year age, walking distance from the Fullerton station

Response ID	Response
59116759	A fare increase is bad, but ultimately understandable since they have not been adjusted since 2013. If that is what is needed to retains service, then I think it should be implemented. However, service cuts would be absolutely disastrous! This would certainly lead to significant decreases in ridership as people would ultimately be forced away from using Metrolink and back into their cars. Think about it, would you use a service that comes every 2 hours during peak times? Or would you rely on a car which would be dependable? Additionally, Metrolink's own data showed significant increases in ridership after increases in service. This is no accident as people realized Metrolink could actually be depended on. LA and OC counties should be depended on to provide extra funds to Metrolink to retain services. Other funding opportunities should be explored such as the state legislature and increased private advertising campaigns (could be substantial considering the World Cup, Superbowl, and Olympics are coming to the LA area).
59116747	I have no idea what I would do. Because of the current Metrolink schedule my 10 hour day is already a 14 hour sometimes plus a day. That seems a little ridiculous
59116746	I will likely change jobs as a result of losing my preferred Metrolink train
59116740	I wish to keep the oc line from la union station to irvine at 6:40 pm. I get out of work at a time where I cannot make the 5:40 pm train. Either bring back the 6:40 pmor increase the time the 5:40 pm is scheduled to leave.
59116733	I will consider switching to an Amtrak 10-trip pass, particularly if Rail 2 Rail or codeshare is limited or suspended. Amtrak will have more options than Metrolink between my station pairs if this proposal moves forward.

Response ID	Response
59116694	If my schedule requires me to travel to the office more often, I will continue to take the train. Losing this station, which is very convenient, will prusuade me to drive rather than taking the train.
59116690	no comment
59116688	You are competing with the RTA 200 to get me where I wanted to Disneyland. I can take that instead!
59116686	Driving to OC from Riverside is a nightmare. Please don't let this happen.
59116685	I would try to adjust my schedule otherwise I would look into other transit options, my last resort would be to drive.
59116684	Most of Metrolink ridership comes from commuters traveling to and from work. It would be best for commuters to reduce/eliminate mid-day and weekend services rather peak commute times.
59116681	Putting the onus on the riders for your inability to provide reliable service is certainly an interesting choice
59116677	I don't know how I would get to and from work if my train was not available. I would have to look into other public transportation options but I'm really hoping the trains will stay running at the scheduled times now.
59116668	It would be extremely difficult for me to make my usual trips to see my significant other and friends if the metrolink didn't run on weekends. I already plan my schedule around the evening service.
59116666	For my commute, I may need to use Uber even more often, which can get very

Response ID	Response
59116665	I really enjoy the train as I get to be productive and save gas so I would appreciate if the times were not reduced to put less stress into my schedule.
59116661	I hate driving in LA.
59116659	It's absolutely ridiculous how you cater to empty trains going westbound in the evening and make the rest of us wait an hour for the next train eastbound to get home after work and then we are like sardines in a can all packed together. Have the 336 train come at 4:30pm to El Monte so we we aren't waiting an hour for the next train at 5:08pm in El Monte
59116652	I rather travel every day during the week as I am now, if prices raise with less train on schedule, I will have no choice to drive or take other public transportation unfortunately. At least if you raise the fare prices, more trains should be available for morning commutes at least 2 more extra schedules like the 307 train. Got me to work to work my overtime. Ever since that has changed, I no longer have the option to work the overtime which hurts me financially as well, but I still pay same fare price and have been working around it to get on time to work. Now I am not sure, which brings more stresses to myself and other riders that commute. Thanks!
59116649	The fact that currently Metrolink has reduced the late trains is absurd due to equipment shortage is absurd and defy logic. The trains should have been reduced from the middle of the day when the trains are very empty.
59116618	All depends on how reduced frequency and destinations will impact my needs. Cannot predict at this time.
59116612	Leave peak transit as-is. Go ahead and reduce midday and late trains. Most people

Response ID	Response
59116598	This would affect me tremendously and will have to adjust under a different transit plan
59116585	Ensuring peak-time availability for 8, 9, or 10-hr standard workdays remains a key requirement. While I may be forced to use a different starting station, the current schedule is already very tight for a 9 hour day with 30-min lunch and 5 min walk from union station. Metrolink should consider doing their best to maintain this schedule as a minimum number of trains. Perhaps 'express' trains that make fewer stops to save fuel.
59116568	Please do not discontinue the metrolink service
59116567	Not having my preferred train out on the weekends would greatly reduce my ability to see the rest of southern california
59116564	Without weekend service, it would be completely useless to me as a rider. I want to take the train but the schedule feels too unreliable for work or appointments. For leisure, it's nice because even when the train is delayed or the schedule doesn't work well, my late arrival doesn't negatively effect anything.
59116555	as a senior, I have more flexibility than most. However, before retiring, I still adjusted my schedule to fit with the service pick up times at the station. Most riders do this anyway. We like the convenience of not having to drive in Los Angeles traffic. I noticed that the trains all hub into L:A Union Station. That is likely not something for all riders, perhaps better or more convenient bus connections at major stations is needed. This cuts down on "layover time" waiting at at the train stop.
59116541	I am currently sharing one car with my whole family. Metrolink has made it possible

Response ID	Response
59116530	The weekend services is such a great way for our community especially those with economic challenges to experience other communities and give their children the experience of travel and introduce them to public transportation. It would be a grave loss to lose the weekend train.
59116524	Would it be possible if Metrolink removes service south of mission viejo for Metrolink to consider a codeshare for the Surfliner trains with a transfer at Irvine to continue to oceanside? That way service could remain for san juan Capistrano, san clemente pier and oceanside
59116518	Changing the times the train is available would be a disruption to my taking the train. I take the train because it is an affordable option to get me to school and work
59116517	I will be forced to drive instead. Using another form of public transit that is not safe and requires me to increase my commute time is not OK. With the current changes that took place my train back home was completely removed. Not everyone works a 9-5 job that train leaving union station at 633 or even 640 to norwalk took a huge impact on my commute. I am forced to drive in pay daily 8 dollar parking, gas, and extra time in the road, when my commute was only 20 min coming and going. Please bring back our services.
59116514	Please focus on raising and or enforcing rates rather than cutting service. A death spiral is the likely outcome of service reductions
59116510	Reducing midday and late night trains would be extremely damaging to the use cases of the metrolink as those options create for a more consumer friendly experience that make the experience of public transportation far more seamless. By reducing

Response ID	Response
59116488	I like the cost efficiency and convenience of taking the train to major metro areas. Driving to the beach or LA is miserable. I wouldn't travel nearly as much if the train wasn't servicing my area, thus bringing in less money for Metrolink. I think Metrolink deserves more money.
59116487	Keep the same if anything should be added it will be added not taken away
59116475	I've adjusted my life around Metrolink a schedules to get to and from work basically every day, to see me needing to leave earlier and stress about missing the last train because it's sooner, or taking busses which add on an extra 2 hours because trains don't go all the way is really disappointing and unacceptable. If I'm committed to relying on Metrolink to get me to work, school, church, and just put and about on my day off, I expect them to commit to providing that service because I listened to their pushes on riding the train and take the train, new later service, because that fit my schedule and it's the only way I can access my job, my school, my church and fun things to do, I'm a 20 year old college student with two full jobs, with the current schedule reductions, I'm burnt out, stressed and it doesn't feel the same having a reliable ride to and from where I need to go. Losing even more trains, I don't want to think about it but I might have to live outside closer to where I need to me just to be able to study and be able to afford my education.
59116472	In a more city like LA it's ridiculous that proper commuter transit should be cut so drastically. It affects workers lives and increase their already high cost of living. I would have to pay a lot of money in gas and parking.
59116462	There is no other public transportation for me to take to work.
59116459	This would eliminate my main means of transit, and would cause significant

Response ID	Response
59116435	The trains are a vital part of me accessing employment and seeing family. The trains also help keep many cars off the road and help people access opportunity, I hope the board will reconsider train service cuts because it will cause many people to lose access to opportunity.
59116427	I would have to drive the dreaded 91 into Orange County if my trains are no longer available. This may cause me to retire earlier than planned, because it will negatively impact my mental health.
59116424	Reductions in service, especially fewer trains or completing removing certain stops would greatly affect me personally and professionally
59116417	Please don't eliminate weekend service.
59116412	Please don’t cut service. I own a home far from work and don’t drive. I’d be screwed without Metrolink.
59116409	A lot of my work would be impossible without access to Metrolink. In my case, traveling from LA to Claremont, because the A-line has not fully extended east to Montclair, the Metrolink is about an hour faster to my work than any other combinations of buses and light rail. Or, in the case of travel from LA to Orange County, a lot of transfers between LA Metro and OCTA are unreliable if not completely incompatible, and Metrolink service is needed to cross county lines.
59116402	Taking the train from the Inland Empire to Orange County is the most reliable way to get there without sitting in hours of traffic each day. If the schedules are drastically reduced, it will be very difficult to accommodate. Please consider focusing on preserving peak commute times rather than stretching trains out evenly all day. I

Response ID	Response
59116387	I am LITERALLY SCREWED if you do that!!
59116386	I would rather see you keep more trains during peak hours and less trains on non peak times and weekends.
59116368	You already removed my normal 307 train. If changes are made i will no longer ride tge train
59116362	The new schedule adopted last year already made it very inconvenient for commuters and this recent removal of trains has put more strain on them. Trains are overpacked, many people have to stand. People are late or can't make it home because trains are no longer running. The CEO must be replaced. They have ruined the service that many rely on to get to work.
59116359	Not ok with reducing services. More trains are needed, not less!!!
59116356	I really don't want to drive but that seems like it'd be my only feasible option. Claremont is so far away from me.
59116351	I cannot adjust my work schedule very much, and wish there were more train options during commuting hours than the one train every hour that the two lines that serve my station currently run during peak commute hours. I might be forced to drive to work. I'd prefer no change or increased trains when they matter most for commuting, and would happily pay more rather than experience a loss of service.
59116349	Reducing service and raising prices is unwise during this trying economic time. People rely on Metrolink every day. The fact that whoever government official(s) in charge of allocating that funding plan to cut it, just shows they are out of touch with what Angelinos need: frequent and affordable transportation. Metrolink should be

Response ID	Response
59116322	I'm already someone who uses Metrolink a lot to see my family in South Orange County. The hourly trains have made this so much easier for me. I'm always looking for ways to not drive. I'm also starting graduate school this fall, and I'm really counting this more frequent schedule to make getting from to and from Newhall and Glendale feasible. I want so badly to be able to not drive to and from school, both to save money on gas and to just be able to relax on the train, but the only way that this works for me is if there are regular, frequent trains. If not, I have to drive. It's that simple. I'm begging you: figure out a way to keep this schedule intact.
59116303	My family would probably have to buy a second car and we cannot afford that at this time
59116284	I moved into my apartment based on the idea that I would take metrolink to work. Increasing the fare would fundamentally alter my lifestyle. Decreasing trains would be horrible. As it is there aren't enough.
59116283	Keep your peak hours trains and enforce fare policy
59116266	Public transportation is about servicing the public and making their lives and commute simpler. What you are proposing eliminates that. Why can other countries and cities around this country figure this out, and Metrolink cannot? Trains from LA to San Bernardino late at night have already been cut, making it virtually impossible to go to an event by train in LA. Dodger games, concerts, etc are now out of the question and we are forced to drive or not attend. Make connections more streamlined, and figure it out so it does not affect the people who take Metrolink. I, for one, hate driving, but if there are no trains available, or available at the preferred time, there really is no other choice.

Response ID	Response
59116230	The new clock based schedule is great, so hopefully Metrolink should do everything it can to maintain the schedule. If cuts must be made, mid-day week day would be the best place. Weekend trains and the new later trains should be maintained so that people can continue to get used to having them available. Especially with the opening of the D Line in LA, weekend OC service will now enable a lot more exploring of LA on the weekends. Maybe lower the age of Kids ride free on the weekend.
59116229	If my preferred trains were no longer available, I would have to drop out of school. My only other option for transit would take twice as long and require using the Metro B (Red) Line in the evening, when it's the most unsafe.
59116222	I would have to cobble a route together on other transit, as I have no car
59116221	This would limit my options for riding the train and I would drive more
59116220	Cancel the VC121 (barely any riders - EVER) and add the back the Metrolink that was removed (it left VAN NUYS at 4pm - don't remember the train number).
59116216	By cutting stops at established stations, you would be letting riders know that they cannot rely upon Metrolink. This affects potential train commuters decisions about taking jobs that they would expect to use train travel for their commute. It takes time for people to shift their job locations, so once you do this, if people have to switch jobs, they won't be back. I have seen this already in the years that I have commuted, when service stops are reduced.
59116215	Would have to take Amtrak, increases my travel time
59116214	Removing Metrolink trains during peak commuting hours would significantly impact commuters' ability to arrive at work on time and create a major burden, as the only

Response ID	Response
59116210	Depending on which trains are cut, I'll most likely switch to riding the Metro, an option that was always my backup in case I couldn't take the Metrolink.
59116209	I don't understand why ML cancelled two prime-time trains (4:43P, 4:50P from FUL to LAX) instead of cancelling lesser-used trains in the middle of the day. For PM commuters there is a giant two-hour gap, from 3:43P to 5:43P with no ML trains, so we all crowd on the 5:43 train (which has NO bike car--seriously?). The only way to take the train during that 2-hour gap is to take Amtrak, which requires a separate ticket for bikes and leaves at 4:20P, which is too early for most people to make it to the station on time.
59116207	I rely heavily on the times being available in case my schedule is unpredictable.
59116206	Please restart 623, it would be really helpful with peak time commute
59116203	Please keep Metrolink affordable
59116201	I do not wish to drive, you are making more traffic on the roads based upon your schedule cut backs in prime time commute hours. Please bring back train 218 and if need to cancel a train cancel 216 which is a mid day train. 218 is picking up commutes to go home on connecting trains.
59116197	I would have to quit my job and find a more local job that doesn't require me to ride the Metrolink.
59116196	No need to cut service and raise fares. Everyone should pay. No one is checking tickets and way too easy to hop on without paying.
59116194	So many people rely on these trains to remain consistent and stable. My work can be

Response ID	Response
59116192	Reducing trains would be detrimental to me as I relay on it for work and school during the week. I am unable to change my school schedule and/or work schedule.
59116189	I take Metrolink to avoid traffic and have a consistent timed commute daily. It would be faster for me to drive but I prefer being available on the train as opposed to having to dedicate myself to driving. There are many times already with the current schedule, that ends at 10 pm, that I am not able to take Metrolink to evening events and return at a suitable hour. Further reduction of service will make Metrolink unusable and cause the whole system to fail. If the trains are not available at convenient times and with reliable service, there is no point to invest in a system that only works for 15% of riders. Ridership will further drop to the point where it is unsustainable. Offering expanded route options and more cars on trains during peak commuting hours increases availability and flexibility and makes Metrolink a more attractive option.
59116187	If the 7:13 am train to Goleta and the 5:50 pm home to LA Union Station were no longer available, I'm not sure what options I would have. My workdays would be longer, and my commute times unpredictable.
59116185	Many of us use Metrolink to commute to work. We don't have a car easily available, and the bus takes forever. If you cut service for popular lines at key times, you will be contributing to the current financial problems that your users are currently facing. It would also be a particularly hard hit during a time that gas, cars and car parts at historic high prices...
59116183	It will be very hard for me to commute going to work from Tustin to Union Station since I don't dire to Downtown LA.

Response ID	Response
59116170	I don't understand why you took away morning options on the VC line and added a bunch of evening options that nobody needs or uses.
59116167	The service reduction needs to end. There are plenty of people that commute in to work early (4am or so) that would like to see the re-instatement of the early-afternoon trains on the IEOC line (12:30-1pm) from Irvine to Riverside.
59116166	If Metrolink has changes to cost and fewer train options, I will probably have to quit my job, since public transportation is the only way I can afford to commute to my current place of employment. Higher cost and fewer trains means I won't be able to make it on time to my job, meaning I would have to drive, but I will lose money on that with the current gas prices and daily commute having to fill up my gas tank almost daily if that were the case. I would have to find another job, with a smaller radius of commute than I have currently. I wouldn't be able to go on adventures like I usually do, visiting museums, or different restaurants, or concerts, only accessible because I have access through the Metrolink. In fact, I argue that trains should run more frequently and later times than currently is available! If no-cost days like Earth Day and Transit Equity Day are any indication, people actually DO like to take public transportation, but it is too expensive at the moment. If prices were actually REDUCED instead of raised, more people would take it, justifying any cost it takes to operate.
59116165	I believe raising costs to be better than cutting service because changing the ticket price is easier on riders than changing the schedule. Also, since the cost of most things is going up anyways, it's more ok to match that than to get rid of trains people rely on

Response ID	Response
59116155	Since I've started being a daily rider in 2022, the time my morning train is supposed to arrive has changed multiple times. Initially it wasn't and issue going from approx: 6:15/17am to 6:25am as I could still get to the station in a timely manner and not effect my ability to get to work on time. This last change got rid of my train and forces me to take the 5:52am if I want to continue taking Metrolink. If Metrolink does not add an additional 6-6:30am train I will not continue to ride as it's no longer convenient. I cannot take the 6:53am train and make it to work, and long term the 5:52am is to early and results in very tired and stressed mornings
59116153	With school going children at home I cannot adjust schedule beyond a certain point. Please do not reduce service during peak morning hours
59116152	Please don't take away peak trains. They are full and fully necessary. Mid day and weekend can be cut.
59116151	If service is cut during peak hours, I would need to drive. For the San Bernardino line, the current peak schedule barely works in time saved during the evening commute
59116150	The train is only an option if I have tickets thru the commuter program that offers no fee tickets if you sign a survey and request tickets. So, I don't actually pay for any tickets I use. If the trains were not running to the station I need then I would use the local bus to get to the same destination. However, the bus route takes an hour and the train only 22 minutes so the savings in travel time is a positive plus to me. I alternate using the stops in Fontana and Rialto. I'd like to have one of them still available in future please, as the train Stops& schedules are adjusted later this year. I travel eastbound (toward SB Downtown) late afternoon to get to work, and I travel westbound (toward LA) early morning to get home after working all-night and the

Response ID	Response
59116142	Uber/Lyft
59116139	It will obviously depend on which times/trains will be affected, but if the shift is too great or affects my working schedule negatively, I may need to switch to driving to work.
59116136	Over the past decade I have built my schedule around Metrolink. Should evening and morning weekday service be cut for my route I am honestly not sure how I could get to work. If cutting service is absolutely necessary, it would be much less disruptive to cut weekends and perhaps midday trains. Recent service changes have already occasioned needing to change my work schedule for the worse (e.g. the elimination of the 5:40 AM train out of Union Station on the SB line and the elimination of the inbound train that leaves Claremont at 6 PM)
59116135	Due to the vast size of LA County a long range rail system is necessary for commuting to jobs.
59116134	It would be horrible, to be honest. With the reduced schedule currently in pace, I either need to leave my home an hour earlier (5.30 instead of 6.30) or I'm late at work. I love my metrolink ride and wish service would restore.
59116133	I like to take Metrolink instead of Metro sometimes when I’m able to because the ride can be more comfortable and calmer. Having this option when I have the time is very convenient.
59116132	I’m not a frequent metrolink user however I do have a vested interest in regional transit in the Southern California area. Reduce train service means an increase in traffic across all the region, which we cannot afford

Response ID	Response
59116127	I would have to adjust what station I would need to go to, that would make me have to drive further to find a location, and there would be more people at that location, because you closed one. That would be a burden for me because I'm at that senior age, and changing or closing stations would limit my ability to get to my job. I would have to limit the days doing the things I enjoy doing. I do know that some stations are very close to each other, but please find a way to manage it. I'm on the Antelope Valley Line and my stop is Via Princessa. It has been a very vital line for me. The new Line in that route is Vista Canyon. It's new because a new community was put there. I live between the Santa Clarita and Vista Canyon lines. I would have drive further to reach those lines. So, hopefully keeping that Antelope Valley open without changes would be great, because there are a lot of people who live this way, and the traffic is monstrous coming from the 5fwy and 14fwy.
59116126	So many trains have already been reduced on the San Bernardino Line even when we had a well working schedule for twenty years, and then the over-ambitious service changes decimated our reliability and convenience for your everyday commuters. At least just refocus your limited resources on the peak commute direction, which reflects the overall traffic patterns seen on nearby freeways, so that commuters have viable options to driving.
59116125	Driving from OC to DTLA is not optimal. My household shares a car, and we are only able to make this work because of the trains. The elimination of later trains has already caused negative impacts on my family. I have had to have someone come pick me up from LA driving all the way from Orange County at night because the 9:40pm train was eliminated. The trains have become more crowded and delays on any trains are much more apparent. We need the previous schedule and we need

Response ID	Response
59116110	I would have to start my day earlier and take a longer/more expensive Uber to get to the newest station.
59116107	I will take advantage of the van pool offered by my employer
59116105	Metrolink should really do changes better times when they will depart and leave.
59116103	My train was reduced (San Bernadino) and that led to me needing to drive into work (40 miles) more often. I am currently working with my job to adjust my schedule to account for the metrolink reductions. Futher reductions could stop my ability to get to work by train entirely.
59116101	Please don't reduce service. I make conversation w others on the train, and there are many of us who depend on it to get to work and school. For example, students get off at the Northridge station for college.
59116097	This is horrible news for me, I already adjust my schedule based on the long commute times it takes to get from the Lancaster metro station to L.A. Union station. I go to concerts and I only allow myself to go on weekdays because the weekend line ends too early and I've been stranded with no way home so many times. I will also be transferring to CAL STATE LA as a junior and I was planning on using the train to make my commute. This is a vital resource that I, and my community members, make use of. This is devastating news. I'm low income, I can't drive, I'm a student working hard to become a teacher, and I matter. I know a million people don't take the train every day but the people that do, still matter. I don't have another option.
59116093	Without Metrolink trains, people like me without cars will be forced to take multiple buses to school and work instead. This would be devastating. My average commute

Response ID	Response
59116084	It would be extremely difficult if any scheduled trains I take would no longer pass through my station as I don't have any option of commuting to my university. Please reconsider these schedule changes.
59116082	If my current station no longer received service, to be honest, I would be deeply upset. I start and end my workday on the train. It is a time savings on my end because I do not have to worry about an hour and a half driving commute home while ending my workday at an appropriate hour. Ultimately, I do rely on my train getting me home at an appropriate time so I can do other tasks.
59116081	It should not be so complicated or difficult for Metrolink to function efficiently, maintain the service-worthiness of its fleet, seek federal funding for new trains and components and the like. Your management sucks and so does your service.
59116080	Metrolink should have opted for more service when gas prices are all time high but due managament's lack of experience, they are not able to get more funds from government. This is on Metrolink's management.
59116079	For me time is more valuable than anything. If I can't get to my destination within a reasonable amount of time, then I'm not going to take that option. Would you agree that walking is the most cost effective way to get to a destination? But we take a bike, car, bus, train, over walking because it gets us to our destination faster. If we valued money over time then we'd walk everywhere. I'd walk 90 miles round trip to go to work and back home. But that's impractical. I wouldn't get anywhere on time. So if there are going to be fewer trains then you'd just encourage the public to choose a car over public transportation because of inconveniences. So my question to you is, what's the mission of Metrolink? Why was Metrolink created? Is it to

Response ID	Response
59116065	What is the point of an inconsistent, and poorly funded train that doesn't come on time or come at all. The trains already have long wait times and you are proposing even longer wait times? In addition, proposing trains that don't even go all the way to the end of the line? That would be fine if trains were more frequent but now you are proposing that trains will take longer, and, potentially for those that need to take the train to the end of the line, even longer than that. I have no interest in taking a train that doesn't serve its customers well.
59116064	It may come to the point I may not need to use the agency at all if it comes to it.
59116061	If you stop serving Oxnard I would have to buy a car. This would be a major financial burden. If you reduce the number of trains going to Oxnard I would have to adjust my schedule.
59116059	We need more trains, not less. I talk to people all the time that say they would take MetroLink more often if it ran later and on the weekends. You are missing out on a lot of money by cutting nights and weekends. Trains should be running every hour up until 12AM on Thursday-Saturday. There are countless events in SoCal. Dodgers, Lakers, Angels, Rams, Concerts, etc. people will ride more if they know that they can get home after these events.
59116056	Uber costs too much, don’t close the station
59116054	They reduced the trains recently and we saw an increase in passengers on our early morning and afternoon commute. It was so packed that often there were no seats available. Part of that is due to the fact that people take up one seat with their items. I think what would work better is if we had more police presence. They could then go

Response ID	Response
59116047	I would rather have my commute fare raised than lose my current commute times
59116045	This would affect many commuters how rely on this, espically commuter who go to work and school back n forth.
59116044	Please don't reduce the number of trains!!!
59116040	The current service reduction does not provide late trains on some lines. This is problematic for people working evening shifts. If long-term service cuts are required, I would prefer midday or weekend cuts.
59116039	I RELY ON YOUR TRANSPORTATION FOR SCHOOL, PLEASE KEEP IT AVAILABLE AND FREE FOR STUDENTS. I CAN NOT ADJUST MY SCHEDULE BECAUSE CLASS TIMES ARE OUT OF MY CONTROL.
59116036	I wish still doing on my start station it is convinced cause hard to own car now my insurance too expensive.
59116035	Please avoid reducing or eliminate midday weekday service on the Orange County and Ventura County Lines. These are lifelines for commuters to get to and from work, etc. With recent updated schedules on the Ventura County Line that eliminated my regular weekday midday train, I had to adapt my work schedule and/or take Amtrak as a higher cost. Thank you for providing this service. We are all so grateful.
59116033	Weekends and non-peak service should be the first to be reduced and then cut if necessary; Metrolink should look at weekday peak hour commute service as the priority that it is. I am a working professional that I'm sure is the backbone of where your fair revenue is derived from so please don't antagonize us further.

Response ID	Response
59116023	If various trains do not continue to stop at proposed locations many riders will be stranded. This will only add to the issues of transportation and availability in the city of Los Angeles. It will primarily affect hard working low-‘middle class Angelenos.
59116022	If my preferred Metrolink train was no longer available, I would have to buy a car for regular use. As it is, I spend almost 4 hours commuting daily round trip.
59116021	I take Metrolink trains because it’s less expensive than driving to campus every day and to avoid traffic. The service reductions would increase my transportation costs as a student who is already struggling financially. These service reductions would affect a lot of others. The service reductions that are currently in place as temporary reductions have already affected many people. When you have service reductions, the trains are overfilled. There’s no place to sit. It’s difficult to exit the train, which can be a safety hazard. This is not good.
59116020	I’ll lose my job and become homeless
59116018	People’s livelihoods depend on these trains. My work schedule can’t accommodate this
59116015	In the valley there simply is no rapid transit alternative. I would have to drive.
59116013	I have to currently modify my work schedule to make the train schedule work for me because I if I were driving, I would be at work an hour earlier, as well as be in the office a half an hour later.
59116010	I would be devastated if Metrolink really pulled back its service! I *already* have to plan much of my life around Metrolink as it is, having to wait about two hours at night if I don't get out quite in time to make the ~7:30 or ~9:30 train from Newhall. I

Response ID	Response
59116005	A shame! public transit should be a priority for local leaders, we live in one of the richest cities in the world, pay some of the highest tax rates and that money doesnt go to a public need? Millions of angelinos rely on metrolink and with stagnant pay rates shouldering the cost and losing access to the train is a lose lose. there is an opportunity for the metrolink to continue to grow, and it being squandered
59116004	Try to take the train at a different station or take a Bus.
59116003	Honestly, I may have to quit school or figure out a bus route to get me to Newhall based on these possible implementations. This would greatly impact my life as well as my education, making things harder than they already were after the first reduced services enforcement. After the first reduction, I had to either take the 6:20 am train and get to school 6 hours early to my 2:00 pm class or get there several minutes late to my class by taking the 12:20 pm train. It's awful, there's not even one train in between. And I don't have my license nor do I have a car, so this enforcement would create a whole new mess of challenges for me as a college student. And the community college in my community doesn't offer the classes or a program for my desired major, so commuting to more local schools isn't really an option. Not to mention that when I go to the train station and wait for my train (both the AM and PM I mentioned), there's usually many more individuals waiting there as well. So, it wouldn't just affect me, but affect them as well.
59116001	I see people riding without paying or paying only if someone comes by and checks their ticket. Metrolink should write them a ticket if they do not have a ticket when asked or remove them from the train. People take advantage.
59116000	I am unhappy that you have already taken the train that I used to take home away

Response ID	Response
59115992	The last major adjustment to the schedules to add more trains, did a giant disservice to the regular daily commuters and negatively impacted my work schedule. It also clearly didn't work. I have been loyal to Metrolink for 15 years, but another significant disruption to the normal commute schedule will likely require me to start driving. I take the Ventura County Line and see a lot of college and high school kids riding the train, along with commuters. Focus on this core group.
59115990	Reduce off peak timeslots to every 2 hours. increase some peak timeslots to once every 30 minutes.Replace carpets and cloth seats. Increase cleanliness of seats. The checking of fairs recently is a welcome change, remove non-paying passengers at next stop. Maybe paint the cars a uniform color. Why not take advantage of advertising on the outside trains similar to buses?Install digital train status signs on all stations. Review honking of horn policy, it must be very disturbing to neighbors in the vicinity for unnecessary noise pollution if the train in nowhere near an intersection. some trains honk their horn almost the ENTIRE run.
59115981	RIDE EVERY DAY. IF MY NORMAL TRAINS ARE CANCELLED. IT WOULD BE A MAJOR INCONVENIENCE. I WOULD BE WILLING TO PAY MORE FOR TICKETS. MAYBE 50%
59115975	I work in Los Angeles. Driving every day is very expensive, but also not practical with the distance. I only work in LA because I’m able to take the train. If there is no train, I. Probably would change jobs.
59115961	I have no other option but to drive.
59115831	I will have to quit my job
59115804	If possible

Response ID	Response
59115079	you're fucking over a lot of people already by taking out later trains and not starting at perris south anymore during one of the midday trains. i get that the company is struggling but a lot future proofing could of been done to prevent this
59115059	You eliminated my train originally as a “maintenance” need. The other train lines have been significantly impacted. I can adjust my schedule but it is so much more uncomfortable standing on the train with no safe place to stay with others standing
59115021	With the removal of SB 307 and 338 you cause the daily commuter to take an earlier train to get to work on time and later train to return home. This is no longer saving commute time.
59115013	I don’t like the idea of having to shut down my social life and work life because of this
59115011	Please consider keeping the lines 302 and 342 (Sanbernadino line train that goes all the way to Redlands Downtown). People like me who come from Beaumont to take that train to go to Union Station, it is a life saver.
59115009	I also want to say that people will be driving more often than taking transit. If people have access to a car, they may think about driving more often if there are less train departures.
59115005	Maybe the slight fare increase will not lead to lower ridership.
59114979	I have three potential schedules at my job at Union Station. Right now, even under the altered schedule from Metrolink, none of my possible commutes are effected. If that weren't the case and my shift couldn't be accommodated by Metrolink I would simply take the bus and Metro Red Line to work. However, it should be said, I work for Metro and can ride those for free but I would infinitely prefer Metrolink. It's

Response ID	Response
59114899	There is now only one train from Riverside back to LA (around 2pm). We have lost the 6pm train (pre-pandemic) and now lost the 4pm train with the most recent cut. How are people supposed to get back East from Riverside now?
59114888	Living in Santa Clarita, I do have the flexibility to use Santa Clarita Transit. That being said, I would have to adjust my schedule more than I already have since March 23rd of this year. If Metrolink implements weekend service reduction, my means to get to work will be the reason why it will be in jeopardy. Furthermore, increasing fair with the promise of decreased services, longer wait times and shorter routes is already giving the public a bad impression of the company.
59114870	San Diego county is important. Your recent suspension of trains out of Oceanside is just concerning. The 618am train out of Oceanside is a critical for commuters to get to jobs in Orange County and Los Angeles …unbelievable that you guys suspended it. Also no train currently going into Oceanside from 1030am-630pm is just ridiculous. There has to be a train that is able to pick up commuters and bring back to Oceanside …the 618 train suspension is flat out insulting and telling people from San Diego not to ride Metrolink anymore. Also your conductors out of San Diego are never scanning tickets on the return trips to Oceanside consistently…how do you even know what your actual ridership to Oceanside is if conductors are not scanning riders? This is the biggest issue and why revenue is being lost ..if customers are not paying, how can expenses be met?
59114841	I would most likely not go out to events in LA if I were completely unable to take Metrolink, as one of my trips is from downtown San Bernardino to Union Station, then transferring to the E Line at either 7th/Metro or Little Tokyo off the A, B, or D

Response ID	Response
59114699	This would negatively impact commuters on the ventura county line
59114695	Please Bring back oc or 91 line for 6 30pm.
59114680	I would probably stop riding Metrolink altogether if trains weren't available when I need them. It's bad business to not be available when people are using your service to go to work when they may not be able to adjust their schedule to accommodate you.
59114679	Metrolink is my go-to for heading to monthly night ride events like Los Angeles Critical Mass. The service cutoff already affected my plans with train 233 not showing up anymore, and now with more service reductions, it’s going to be even harder to just even want to go to LA
59114678	The bureaucracy is absolutely ridiculous!! Trains are always late or never come. You should be embarrassed on how this is ran.!! We have many examples of properly managed and maintained trains in this country! Making additional cuts make no sense!! People are counting on you but you are letting them down regularly an now want to cut even more!
59114673	As a person who can't drive, regional rail like Metrolink is critical for me to reliably have a job or enjoy our greater shared region. If Metrolink is forced to cut morning departure/evening return trips, I might not be able to keep my job that is outside of my home county.
59114664	Due to the long distance from Glendale to Chatsworth,if Metrolink option not available,can not be ontime by using buses ,so I will loose my job
59114661	Please help maintain the current train schedule before this reduction staring from

Response ID	Response
59114650	I currently live in Los Angeles and work in Riverside. I take Train 708 (on the 91/PV line) most days and arrive in Riverside at approximately 11am. My commute home from Riverside to Los Angeles at 8:30pm currently takes more than 3 hours because Metrolink stops offering westbound service at 5:50pm (and even that option requires a transfer). Part of the reason that Metrolink's new schedule has resulted in lower than expected ridership is because there are no return options for riders who use mid-day and reverse commute options. Metrolink already offers far less service than almost every region in the country, and in fact far less than smaller regions, such as Boston, Chicago, and San Francisco. Cutting service further would be short sighted and be an embarrassment for the region and state.
59114644	Despite living very close to a Metrolink station, my husband and I drive to almost everything. Until recently, we couldn't even go one stop to go out to dinner in the next city because the last train back was before 7 pm. Because of the expanded hours, I bought a bike and have started regularly riding then commuting the rest of the way to work by bike. I much prefer this to driving and parking. There is a bus available to get to work that I have taken, but there are much fewer spots available for bikes, and I am concerned I might be stuck with no way to get home if the bike rack is full. Which means I might have to stop riding my bike. I do not feel safe riding my bike from home all the way to work, so I currently take the train to a safe route and go from there.
59114638	I strongly oppose cutting services. I suggest that weekend services remain as they are extremely popular and have high ridership, especially along the OC and IE/OC line. If cuts were to be made, I suggest cutting midday train services to maintain commuting services.

Response ID	Response
59114580	Even during my time taking metrolink the constant delays and cancellations made it impossible to rely on. my route was basically already cancelled half the time.
59114554	I live. 15 minutes from Pomona North Station so have transitioned to taking the A Line more often even though I like taking Metrolink whenever possible. Lack of later trains from LA makes taking Metrolink more difficult for me.
59114532	I love the Metrolink trains, they're very convenient and quick for travel into L.A. because traffic is so bad over there. Weekend hours, especially, are good for me - it's nice to not have to get to the station at 6 in the morning to be able to actually board the train. I would absolutely hate having to drive all the way out there just to do anything fun.
59114531	I not only use Metrolink to travel to LA, but to travel within my city. If my station was out of service I would have to rely on my car 100% of the time.
59114521	Metrolink is the only reason I can go to college. If Metrolink does reduce times, please at least compensate by giving students free rides (as we are poor college students). I find it hard to believe that funding has been cut, considering LA wants to use Metrolink to help people get around for the FIFA World Cup and the Olympics coming up.
59114510	Do not move the 403 or 412 trains please!!!
59114498	Will Metrolink borrow rolling stock from various commuter rail companies?
59114488	I often used to rely on the IEOC line to get to and from Oceanside for leisure. This option has been removed, and was one of the ONLY trains to oceanside from Riverside in the morning that didn't require a transfer and was efficient. Along with

Response ID	Response
59114475	I understand the fare increases, but cutting down on service times when the current services times already dont fully align with my work schedule would make me not take the metro link at all
59114472	Please do not reduce service. It should be the absolute last resort, and IF it is needed please start from the weekday midday ones. During the time of surging gas prices, people need alternatives to driving to their work!
59114469	I take the first train out and the first afternoon train back, removing either would be detrimental to my schedule and work situation
59114468	I take the Amtrak Surfliner more often because it has more times available than the Metrolink. I think the Orange County Line should have a midday service leave Oceanside around 10:18am to LA Union Station so that riders have options.
59114465	Please do not cancel peak commuter time trains!!
59114453	I would look into riding Amtrak
59114450	The metrolink is a vital lifeline to help me commute far from work. I strongly oppose reducing trains any further than you already have, it will drastically affect my lifestyle balance
59114447	If my service is reduced I'm not going to continue waste $330 a month on you
59114443	Metrolink has suspended the evening trains on the OC Line (depart time: 6:40pm) and 91 Perris Line (depart time: 6:33pm) which only leaves the 5:40pm as the last departing train from LA Union station to Norwalk, Buena Park, and Fullerton. Most Metrolink Commuters use these 3 stations going to and from work. This service

Response ID	Response
59114440	Ideally, I would like to see Metrolink restore more frequent trains during peak commute times and remove trains at the outer edges of the schedule. Having ridden Metrolink for several years and talked at length with many other passengers and multiple experienced conductors, I have a hard time believing that the changes made in October 2024 have been popular. The vast majority of Metrolink riders are commuters, and it was a ridiculous decision to push our trains farther apart while adding trains at times like 10:30pm.
59114439	Would likely switch to Amtrak,. though there trains are often way more crowded, and don't serve my stop on either end of the line
59114437	My preferred train (106) is already not serving my station (Camarillo)
59114433	As someone who doesn't have a car in Southern California and regularly makes the commute from Orange County into Downtown LA Multiple times a week for work and leisure, This would absolutely decimate my ability to get around. If Metrolink trains were no longer an option I would not have any options from geting to my place of residence to my place of work in a timely and cost effective manner.
59114430	It would be impossible for me and many students to get to university, and force people to either commute by bus or carpool. This is a big issue as students wouldn’t make it to class on time due to traffic on the street and/or freeway. Traffic will also get worse during the peak hours of the morning and night, risking the health of many students.
59114415	I will be forced to travel less often. There are no other reliable transit options unless I want to take a whole day or more to travel through SoCal from the SF valley to Perris.

Response ID	Response
59114400	Metrolink is a commuter service mostly for people going to and from work to reduce vehicle usage. The services should get people to work before 6am (as before) and get people home after work. Make the trains more available during peak hours from point to point (end of line) and reduce during the middle of the day. The majority of the commuters ride during this time.
59114399	I believe its a mistake to take away the 4pm train to la as it's incredibly busy resulting in only a 3 or 5pm option.
59114398	Weekend service must be preserved at all costs. Many people, including myself, use Metrolink for leisure in LA and Orange County, and it would be devastating for civilians as well as Metrolink itself if your service was purely for commuters. Such a change would only harm Metrolink even further. Families deserve the continuation of weekend service, and Metrolink should work to retain it as well as not cut service at all as much as possible.
59114393	Please do not reduce trains during morning and afternoon peak hours. That is the reason I take the train. Many times the train is late and if you reduce the number of trains in the morning, I will no longer be able to use the train as my mode of transportation. I love taking the train! Please add another train between 3 pm and 5 pm. If you need to reduce trains, discontinue the trains on the weekend that have very little costumers.
59114390	Please don't mess with the early morning trains leaving Orange County because we use them to get from Orange County all the way down to Union Station so driving really isn't an option as many of us are trying to avoid sitting in traffic all morning long

Response ID	Response
59114358	The peak hour trains should not be cancelled for work commuters. The mid-day should be cancelled if this needs to be done
59114346	Increase late weekend trips. The only reason I dont ride it one weekends is because theres literally little to no trains heading into the suburbs out of DTLA after 7-8 PM.
59114345	Reduce trains but spread them throughout the day so it's like 1 train every 2-3 hours, including one late night train
59114343	My current train has already been stopped on my way home, so I need to leave an hour earlier for my carpool. I'm usually back at my station, baking in the sun on uncomfortable benches for a whole hour.
59114341	Metrolink is my only ride to work. I would rather pay a higher fare than to lose train service.
59114337	you should of electrified your trains metrolink. thanks to your below average service, i'm able to get out of my boring ass small town without driving but seriously why the hell would you use such shit, outdated equipment? electric trains are standard for passenger trains(in other places that aren't the US) you dug your own grave i fear
59114333	May cause hardships.
59114332	I only have 2 options, driving or taking the train. Losing the ability to take the train would hurt my ability to do school work on my way to work.
59114328	I feel that the weekend service must stay because the traffic is bad on the weekends.
59114323	You guys reducing lines again 681 was forced to stop commuting on the train and drive now to Los Angeles because your 601 is not reliable still need to transfer on

Response ID	Response
59114321	Again, PLEASE reconsider bringing back the M-F 12:38p train from OC to the IE
59114320	Its pretty much destroyed my 3 day a week work travel.
59114318	If metrolink cuts service hours at peak commute hours at 5:33 or 5:40 pm, it will harm me and countless other commuters who take those two trains after work or school. Cutting those hours will be very bad and with the recent gas price increase, driving to LA is not an option for most people. Please do not cut service hours at 5:33 pm or 5:40 pm.
59114317	It would really affect me since the Santa Ana station is the easiest station to arrive from job.
59114316	I have already adjusted my schedule for the current train scheduled not only that but I need to adjust for the metro train aswell this will cause less flexible time on my part would have no choice but to drive myself everyday to work instead
59114315	I'm an outlier, but the monthly pass is a great deal for me: I'd easily pay 10% more for it
59114310	If times are reduce - it makes it more difficult to justify taking the train when someday can be longer than others. Additionally for families who may depend on time schedules for pick or drop offs. I have the the luxury of having a car but I would always rather take the train since car congestion has only increased with no fixes on the horizon. Therefore, decreasing times is only increasing traffic.
59114308	I liked to replace my weekend trips to destinations using Metrolink. If weekend service is cut, I will have to drive.

Response ID	Response
59114296	While I will adjust schedule this will make my travel less enjoyable
59114295	I will have no other way around.
59114294	With the price of gas, there could not be a worse time to reduce train service. Get creative Metrolink, and think about your customers.
59114289	Yea
59114285	I don't want to drive your cancellation of the 218 effects my commute big time. Should of cancelled the 216 which isn't in a commute time
59114278	Please don't eliminate the metro line
59114274	please consider partnerships to increase ridership, sports, school groups, corporate retreats, etc
59114272	Cutting Metrolink service will further increase vehicles on the road as La to riverside is a very popular route for work and school. These changes will increase carbon emissions and Metrolink will not follow through on their promise to address climate change. Additionally, these changes will affect job/school access for low income individuals and those without a car. Please keep the schedule you currently have
59114271	Bring back the 3pm train from downtown Burbank. It is perfect combo of leaving work while getting home at a reasonable time. The current schedule is awful and either I leave work too early or get home too late
59114269	Metrolink desperately needs *more* service not less. Forcing more commuters to the road will only exasperate commute issues and worsen the quality of life throughout Southern California

Response ID	Response
59114262	Go back to support peak rush hours, support commuters, that is always the reason Metrolink exists.
59114260	Cutting peak commuter hour trains is the definition of stupidity. You'll only lose more riders the more you cut out trains like the 623.
59114253	It would impact my personal and career life.
59114252	There aren’t many non-car transit options that don’t require multiple transfers that are near my home. Metrolink is a service I rely on to help save time.
59114249	Please reconsider your proposal you already canceled prior schedules and My commute is more than 2 hours instead of getting better it's getting worse
59114246	Removing my stations would be devastating to me as I would lose a lot of time driving during rush hour and add a significant amount of stress in my life
59114243	Don’t want Metrolink to cut trains
59114241	I wont be traveling as often if the weekend service gets taken away. And during the week I will need to find other transportation.
59114239	Metrolink should stay around it helps people and not drive to work or pleasure
59114237	I strongly disagree with the proposal to raise fares while reducing service. As a regular rider, this would make it much harder for me to rely on Metrolink consistently. Fewer trains, longer wait times, and potential route cuts would reduce flexibility and make commuting less reliable, especially for those who depend on specific train times to get to work or school. If my preferred train or station were no longer available, adjusting my schedule would not always be realistic, and it could

Response ID	Response
59114231	My closest train is already far enough from my house. It would be amazing if the Perris line went to Menifee at least. Going to Murrieta or Temecula somehow would be amazing and and I know people in all three cities who would ride it if it was closer.
59114229	We need more service on the weekend and later into the nights, any cuts will destroy the current ridership and lead to even less revenue. If sure some of the board may secretly wish to kill the entire system, and any cuts would help creat such a scenario.
59114227	This is the opposite of what you need to be doing. Stations are already too far apart on many lines.
59114225	There needs to be later service back to Corona to begin with. Cutting the 6:30pm was already a huge loss. Train runs at capacity as it was and now the 5:30pm is even worse.
59114222	Reducing the train availability would make using Metrolink impossible for me and I would not do so.
59114218	Where are your government funding and fees you charge to all riders? Who's managing your finance and planning? Your poor planning has already cost all riders to change their riding schedule in the past. Now that people are getting used to it, you are doing that again? Unbelievable...
59114217	It will affect me drastically
59114216	Metrolink supports my avvess to classes.
59114215	I take the 605 train from Oceanside to Irvine that is the only train available at 6:18 am to get me to work on time by 7:30am

Response ID	Response
59114211	The current service reduction has already greatly impacted me. Orange County line runs significantly less making it a lot harder to get there. Or get home from there. The av line doesn't run at night which is horrid for those of us who get off work late and need to commute back to the valley because now it takes 2 hours to come back from downtown. I need to take the red line from union to no ho. Then wait for the 224 to go to Sylmar. That takes so much longer than just taking the AV line like I used to. And uber is out of the question because an uber from union on a Sunday night at 10pm is anywhere from 60-85 dollars pre tip. If I uber from noho station to Sylmar station that is still about $30 pre tip. That is not cost efficient. I would rather pay a slightly more expensive train fair than an exorbitant uber fee.
59114210	Reduced service is severely impacting quality of life. I am unable to get home early enough to take care of and spend time with my special needs daughter who need assistance.
59114209	This would impact me financially as metrolink OC line to Irvine saves me the commute time and fuel money . I would be spending 4 times as much driving to irvine
59114207	I just hope I don't get fired as it was my only transportation. And work hours are not flexible
59114205	Metrolink canceled my 4pm train and forced me to take other transportation
59114203	An hour between train departures is a long, long time. The consistent breakdowns and/or delays that already exist are hard to deal with as-is. My local station is already served by less expensive, and faster transit - but I use Metrolink for its comfort. The

Response ID	Response
59114194	I would LOSE my JOB!!! Therefore, I would not be able to pay for my home, bills, children education, food and TAXES!!!!
59114190	I will try to adjust my schedule as best as possible in order to continue being able to ride Metrolink at the adjusted Metrolink schedule. I absolutely do not want to drive to/from Los Angeles!!! :) Love you Metrolink!! <3
59114189	I have to take specific train times because of class start times. Adjusting the train schedule is not preferred
59114188	Make stops at stations that have less people getting on and make trains more express than 1 hr 20 min rides as they are now. Less stops means less travel time which equates to more availability
59114187	I'd probably find a new job
59114184	Would likely work remotely when possible due to cost of gas
59114183	If you take away the service I will not be able to get to necessary appointments which would be a hardship to me. Not to mention costly.
59114182	I will have the ability to control my decisions and handle them accordingly.
59114181	This would significantly impact my quality of life. I would have to adjust my schedule to either earlier or later, at the mercy of the reduced Metrolink schedule. I have a strict schedule that I stick to during and outside of work and Metrolink plays a huge role in helping me get to this schedule on time. I drive a gas guzzling 14mpg truck and my commute is over 80 miles per day, round trip. I'd be hit extremely hard in my wallet for gasoline, and becoming a big contributor to pollution. Not to mention my

Response ID	Response
59114177	Oh I really hope this doesn’t happen! This resource makes my commute from the IE to OC manageable while still maintaining a work/life balance. Cannot adequately say how important this service is, to people and the environment.
59114176	It doesn't make sense to increase the prices of tickets when we have less times to choose from, especially if the reduction is during peak traffic times. Currently we are already having to wait one hour for the next train when going from Cal state LA to Fontana (3:53 and 4:53).
59114174	I really hope this does not happen. As I can drive I would rather not as I am 31 miles from work and the reason, I took this job was because the train was across the street.
59114172	I have heard many people say they will take the freeway if any more Metrolink service is removed. I do not want to lose Metrolink—the service that has empowered me to live in affordable-rent cities while keeping my job in DTLA. It has empowered myself and my colleagues to arrive at work refreshed, de-stressed, and operate with more productivity. I would rather experience fare increases, and a return to the October 2022 schedule (no midday service), than any further elimination of trains. Keeping trains helps retain conductors and engineers, preserving local jobs and keeping the people who make Metrolink the great service that it has been for years. Please provide contact info for riders to lobby LA Metro and OCTA to restore their Metrolink funding.
59114171	Increase the fair and add more trains
59114167	I use the train to commute to work. I prefer the train because it's more comfortable than sitting in traffic. I would to start driving.

Response ID	Response
59114161	My 307 train was canceled as of the new reductions and I am presently writing Metrorail because I need to get to work at a certain time. This cancellation has impacted me greatly.
59114160	thats really good
59114159	Getting rid of the man rush hour trains wouldBe very difficult for me to get to work
59114156	I strong oppose service reduction during weekday peak hours especially for working commuters. I believe the hours of operations should be based on working commuters especially on weekdays.
59114155	This is not a fair question, however, I would have to do what I am currently doing which is driving to another station to catch the train that best suits my needs.
59114153	It would be unfortunate and add a many more cars on freeways.
59114152	My departing train (623 from Irvine to Fullerton departing at 4:12 pm) was cancelled as part of the service disruption planning to last only 7 weeks. Unfortunately, I have had to drive during this time with high gas prices in order to pick up my young children from preschool and elementary school on time. This has been a devastating change as the driving takes longer, is more expensive, is worse for the environment, and I return home with less patience after a tough day working in the oncology research setting.
59114150	Please do not eliminate morning train 803 and afternoon trains 816,820
59114149	Adding more trains during the morning and evening commute times would attract more riders

Response ID	Response
59114146	Trains during core commuting times for the OC line, especially with additional cars if possible, make for a more reliable and desirable train commute. The $15 price point for so called day pass is great and increasing the weekend price to match this would make sense. Removing more of the midday trains and focusing on the bulk of commuters seems reasonable.
59114145	Please do not eliminate any more Ventura County line service. Right now it is very limited to only 3 services for union station. Please, please do not cut more servicesz
59114142	Riding Metrolink will likely no longer be an option if cuts are made to the train schedule
59114140	It would really suck
59114138	As much as I would prefer to take the train, I can't take ANY train trips if ANY of the connecting trips get cancelled. That means that if I have less options to go from end to end (I have to transfer at Union) then I can't take the train for that day. And if any of the required legs of the trip are cancelled, I can't take the train at all either.Example: I go from Riverside to Santa Clarita every Friday and return on Sunday. If you cut weekend service, I can't take the train at all. If you reduce service to the point that I have less options for either direction, I can't take the train at all. If you reduce service to the point where I can't take the train for little day trips on Saturday, I can't take the train at all for the whole weekend because I will need some other mode of transport in the middle. So I have to drive for that whole weekend. Same thing for shorter trips to work or school, especially if the train I need at a certain time is cancelled. Service reductions are absolutely unacceptable, and the only reason I was able to even start taking the train AT ALL was the October 2024

Response ID	Response
59114129	I would no longer use metrolink, I would either switch to a commuter bus or drive.
59114128	Current service cuts to and from Oceanside do not make sense. Amtrak is not a substitute for commuters due to late start of serviceand lack of
59114127	Don’t cut back
59114126	Please reinstate 624 train!!
59114125	Due to the reduced service on the OC and IE trains in the last month I’ve been driving into work more often as I need to stay at work later than 5:40 quite often, and 5:40 is the last train I can take.
59114124	I have some flexibility but I have t travel during the peak commute hours. The most inconvenient item right now is that the last train leaves at 5:40 from LA Union station to Orange County. If I can’t make it or miss it due to delays at the metro I can’t get back to Orange. I can leave with waiting an hour when that happens but not having any train after that is extremely frustrating. 5:40 at the train status very early for my work.
59114121	If the train I use were unavailable, I would have to drive over an hour to get where I'd need to go, which wouldn't good for anybody (I'd be in traffic, more fossil fuel usage, etc.)
59114120	When you eliminated the 307 in the morning, it made the need to take the bus. I prefer the train but I don’t intend to get up to make take a very early train and wait an hour or more waiting to start work or take the later one to end up late.
59114118	Change the schedule back to 2022. Have the trains come every 30 minutes during

Response ID	Response
59114116	As previously stated. This is extremely detrimental to the welfare of many persons and families. To myself and my family this will and is creating huge difficulties that cause a major deficiency to our budget and will cause the loss of my job which will very likely displace (homelessness) my family and many others.
59114114	It is imperative that services are available during peak hours without delays. I live in the AV and where the train is used to get to and from work.
59114112	Keep on reducing service and limiting trains...you will lose ridership as many commuters rely on metrolink to get to work. It's already awful now with the current reduced schedule.
59114108	Metrolink is my only option to commute to work
59114107	I am forced to take the OC bus and transfer to LA County Metro.
59114106	I take train from Ontario East to LA Union station almost everyday. Add more train in Riverside Line between 6:21am and 7:21am would be much helpful for many people. Maybe 6:45am
59114105	I really do not understand the business case for Metrolink. The most impactful audience for the profitability and gridlock issues in SoCal are work commuters. There is zero value to use Metrolink if there are limited options during the times that workers need to get to and from work. The schedule needs to be the most flexible during those times so that commuters do not have to choose the flexibility of car and the reliability of Metrolink schedules.
59114104	Reducing train frequency on the already sparsely scheduled Riverside Line would just make it unusable

Response ID	Response
59114099	This would be a huge financial impact as the 91 freeway toll lanes are very expensive
59114097	Why we can’t have regular pick hour metrolink for working people
59114095	Depends but I can adjust; my son cannot, he would have to drive.
59114094	That will be an extremely hardships. We don’t live in a remote area. A lot of people will be affected.
59114093	You’re trains have been horrible since you changed all train schedules
59114091	Los Ángeles it’s one of the bigger cities and it has one of the worst public transportation in the United States. Thanks to our politicians !!!!
59114090	If the system could advertise more and offer incentives to ride, ie an expanded rewards program, food and beverage on board, etc, I think there's potential to increase ridership.
59114088	Having to drive farther to a station would increase my commute time significantly and would erode the benefit of taking the train.
59114087	I don't know how I would adjust. It's likely I would have to find a new job in an area of LA that is closer to Orange County to be able to drive to. Quite honestly, peak rush hour transit times shouldn't be messed with. They were already screwed up with the new schedule back in October. The trains are insanely crowded in the afternoons (especially the 4:30-5:40pm 600 and 700 lines). Riders will be REALLY upset if their rush hour trains get even worse schedules and more crowded.
59114085	I like their schedule now so changing it will definitely change the way I ride with them.

Response ID	Response
59114084	Instead of cancelling the 4:12 which is a popular commuting, cancel the 3:12. It doesn't make sense to cancel during peak hours and it severely affects my commute
59114083	Yes
59114082	Please don't reduce service too severely. I'd rather pay more than lose the availability.
59114081	I'm trying to understand why while you are reducing our service you're also increasing our prices. There is little to no response when a train just doesn't take off in the morning because there's no conductor not because there's a mechanical issue. I'm tired of the deceit and I just want the train that I pay for in advance to run on time and be reliable.
59114080	I rely on Metrolink, my commute is too burdensome by car. Southern California needs better public transportation options not fewer.
59114079	This could not have come at a worse time with rising gas's prices and folks needing to use the train due to cost of driving.
59114078	Living within the LA Zone, it's especially frustrating to wait at Union for my next train, especially if you consider ordering rideshare services; I can be home in less than half an hour (my home station is Downtown Burbank). I can't imagine how additionally frustrating this is for riders who commute from further away, where there is a real trade-off to consistent train use, i.e. they avoid the stress of sitting in traffic (combined with the rising price of gas), but getting a rideshare when a train is delayed is just not sustainable. So cutting additional trains and services will send Metrolink into a spiral of declining ridership. If I have to wait an hour or so for a train



Response ID	Response
59114073	Please do your best to preserve the schedule of the 91/PV line between Corona and Fullerton. This helps many commuters and reduces the already clogged 91 freeway.
59114072	Please don't not discontinue San Bernardino Depot
59114071	I don't have a vehicle nor I do plan on buying one not this eco this is the only way for me to see my family with my current work hours
59114070	Having to drive to LA for work will impact me in a very adverse way. Not only will I be spending more money to get to work on gas, wear and tear of my vehicle, but having to find and spend for parking. I sure hope the Orange County lines are not affected. There are so many people that use this train. Not sure how cutting the early morning and evening trains will help anyone.
59114069	Driving in rush hour is not fun :(
59114068	I feel reducing number of trains in morning from AV line would be ok as long as there are still 1-2 that would arrive at Union Station between 7:00/8:00/9:00 am and same for returning at end of work day between 5:00/6:00 pm
59114067	My car is old and unreliable so if I cannot take the train and my car is having an off day, I don't know how I will get to school/work that day.
59114066	I would not be able to attend school if my train was no longer available
59114065	My train is no longer available leaving Fontana at 5:30 am so I have to leave earlier and that is taking a toll on my body. When I take the earlier train I still can't leave any earlier than 4:38 and the train before also got cancelled. I know it's affecting all the hospital employees. Not sure why the non commuting trains where trains are almost

Response ID	Response
59114060	We need more train cars during peak times
59114059	It’s going to be devastating for so many of us reducing trains service please don’t
59114056	I’ve already adjusted my morning commute in order to get to my office on time due to a schedule change from Metrolink. The afternoons are a really tight window between my ability to get from work to LA Union station to catch the train or have to wait another hour. It used to be 15 minutes… then 30 and now an entire hour. I would drive if it made my commute more difficult or stressful.
59114055	I ride the train to avoid having to drive. I would hate to have to leave work hours later to get home. Please don't get rid of our change peak time trains. Others can be removed with no one noticing.
59114053	Industry to Burbank is already very limited travel schedule. With further reduction it would become impossible to travel from this route and would most likely opt for Amtrak from Fullerton instead.
59114052	I’d prefer not to drive after 10 years of depending on Metrolink. As it is, I used to have three trains and not just two to choose from. One was given to increase frequency in the city. I’d say shut off weekends and too-frequent in-city lines, before affecting long commute lines during peak times.
59114051	This would be very hard on me. Traffic to LA is very long and I would have to get a new job.
59114050	There is already only one morning train that gets me to work before the start of the work day, SB300. If this train is removed, or moved to any later of a time, taking Metrolink to work will no longer be possible for me.

Response ID	Response
59114046	We need the trains to commute to our work and home
59114045	If my station is no longer serviced, then I'd probably drive and park to the nearest operating station, for example if perris south is shut down, I can drive to perris downtown but that's it otherwise it will not make sense for me to ride the train
59114044	Would need to find a train that could substitute
59114042	You want to raise prices, eliminate service, and constantly run late trains. This sounds like a failure in leadership more than anything. Have executives take the train in secret for a month and see what they think about the service.
59114041	I think it's crazy to reduce it and will likely lose many costumers
59114039	I will try to adjust to schedule available. If it significantly impacts my commute time, I may unwillingly need to drive. My employer has no flexibility for working remotely.
59114038	I'm on the Riverside line which is already reduced. The first train is perfect and gets me to work early and the evening trains are great because it is there when the work day ends. I'm on the first train out and either the 2nd to last train home or the last one. I think the only reduction would be taking away some of the later morning trains or the random mid morning one
59114037	My best guess is that I will need to start driving.
59114036	I would prefer increased fares to service cuts. Having multiple train options makes it much easier for me to use Metrolink. This is especially important as my schedule can vary. With reduced service, I am likely to have significant downtime where I'm just waiting for the train

Response ID	Response
59114034	Service cuts should be the LAST option.Access is literally the most important thing, and reducing service reduces access for the most vulnerable communities.The wealthy in Beverly Hills and Century City will be just fine without Metrolink.The people who actually use Metrolink, the working people of this community, will be the ones to suffer the consequences.
59114031	Metrolink already changed train 106's schedule so it no supports Ventura, Oxnard, and Camarillo riders. We either have to take the earlier Metrolink train or the later Amtrak train. It's not conducive to a commuter schedule.
59114027	I would much prefer to take Metrolink to get to work but my morning commute train is no longer available so I am required to take an earlier train if I want to continue using Metrolink but at that point I end up preferring to just drive.
59114026	Na
59114025	Bring back the later trains on weekdays and weekends don't get rid of the later trains or the first trains in the morning for the AV line
59114024	I need to be in LA twice a week; driving that commute is not sustainable long term
59114023	I understand money issues, and I guess something has to be done
59114022	If it becomes impossible for me to get to work in a timely fashion with Metrolink, I will have to give up my car-free lifestyle. I will inevitably buy a car and add to the terrible commute traffic.
59114021	Reducing service and raising fares at the same time is one of the worst responses a transit agency can make in the current economic climate.It hits riders from both

Response ID	Response
59114018	I'd personally be much more able to accommodate a fare increase than more cuts on the San Bernadino Line
59114017	Those of us who take transit spend 2-4 times more time commuting than those who drive. I speak as someone who cannot afford a car on my salary and I have to commute approx 4 hours a day each day I go into work because of this. I can't afford to move. I can't afford a car. This is my only option. If we have reduced service, I will not be able to travel to work in a reasonable amount of time which then leads to other health issues that will impact my job that I need in order to pay my bills and my insurance. I know I speak for those of us who do not have the privilege of getting around the city with the same ease as drivers - we are already having a hard time. Please do not make this harder. This feels like an attack on a class of us who are trying to make it work and we have to spend 2-4 times the amount of time doing it. Please don't make it harder for us.
59114016	I have already run into situations where the trains I used to use are no longer available and there is not a reasonable Metrolink train option I could take instead. The weekend service already is not great and the connections are not timed well on weekends in particular at Union Station, often resulting in very difficult or impossible connections (like 1 or even exactly 0 minute layovers that only make the connection possible if the first train arrives early.) This often results in having to wait an hour for the next train, and this could be made even worse if there is now a 2 hour or more layover between trains. I do think you should try to negotiate with the operator of the Pacific Surfliner to see if the codeshare program can be expanded to also cover the Union Station to Oceanside segment of the route. If Metrolink service is not available or feasible I would likely have to pay full price for Amtrak or take options

Response ID	Response
59114005	These service cuts are a disaster for everyone. I understand that LA Metro and OCTA are planning to pull funding and that puts Metrolink in a tough spot. But that approach is the start of a death spiral. Metrolink will only be successful with functional levels of service. We desperately need MORE service, not less. We desperately need people taking trains and not private cars, especially with the World Cup and Olympics imminent. These cuts are a travesty for the entire LA region. I have contacted the LA Metro board to express my displeasure with their planned disinvestment, but even if they were to reverse that decision, Metrolink needs stable, state-level funding, not a patchwork of unreliable funding streams from local agencies. Anything we, or Metrolink, can do to achieve that is essential.
59114003	Maybe start by cutting 1-3 trains per line and then after more analysis comes in make another adjustment if need be.
59114002	If MetroLink cut my typical trains, I'd be forced to find a new transit option, including having to drive at least half the distance to LA
59114000	This is a test. I do not wish to comment. ^AP
59113988	I would move to Long Island and ride the LIRR before something like this happens
59113984	Please don't cancel peak hour trains on the IE/OC. 70% of passengers are commuters. Riverside County residents shouldn't be impacted because LA Metro and OCTA decided to reduce their funding.
59113977	I think that the weekend service should stay because there are a lot of people that use the train to get to weekend places and vice-versa.
59113976	It's getting seriously impossible to take the metrolink when you get rid of trains that

Response ID	Response
59113964	You cancelled the 307 train for 7 weeks and now you want to extend it? I can’t continue to get to work either too early or too late. Please bring back 307

Please provide any comments or concerns regarding the proposed fare changes.

Response ID	Response
59209400	I would prefer for Metrolink to raise their prices than to cut their services. I would pay nearly any price for the opportunity to use Metrolink over driving a car.
59209066	I would gladly pay more if it means less schedule interruptions, especially if evening rains are brought back.
59208235	That is still way cheaper than driving my commite
59208181	The fare increase, as proposed, is much better than reducing schedules. Even at increased prices, it is still much more favorable to driving in LA traffic and paying ridiculous amounts for parking.
59207454	Fares are already expensive when it comes to using Metrolink as a primary commuting method.
59206155	I would much rather pay more for the metrolink than see a reduction of service. I only recently learned how useful the train service out here can be and it would have opened up a lot of options earlier if i had known that this transit was a real option sooner.
59205226	We cannot afford another increase. The community needs public transportation and a increase in fare would likely eliminate public transportation for many including myself
59205178	I think the socal day pass will not be worth it anymore if the price increases.
59202271	That is a steep increase. There is no trains from Riverside on weekends so no need
59202075	I would probably move to buying the monthly pass instead.

Response ID	Response
59201996	I usually use the one-way ticket as I take the train and stay at my destination for a few nights and then return home by train.
59201929	If there were more fares to choose from from Riverside to LA/Long Beach area on weekday evenings and weekends with shorter commute times I wouldn't mind paying more
59201910	If it's 5.00 not a problem. If 20 a person will be a struggle
59201617	It was more of a fun weekend getaway with the family, but it will be more economical to drive.
59201602	Why? So less trains but higher prices and same bad service. Help me understand?
59201351	Don't change the prices
59199493	No in tease on monthly or flex passes is good, although an increase of fare is awful due to current economy it may increase the number of non paying riders due to affordability ability.
59199234	Even with an increase taking the train on thr weekend would still be worth not driving.
59199199	Shouldn't be more expensive to take train then to take car. Work with more organizations for pass incentives. Work with city of Riverside to provide free metro link passes but they pay for it directly to metro.
59199131	The fare increase would preferable to the train cuts. I would pay more if there were more convient train times leaving to and from my destinations.

Response ID	Response
59199105	Not everyone has the financial freedom to pay overpriced transportation fare. Most persons are living on a tight budget to survive.
59199049	I need the metro for school
59198999	For our day trips a few times a year, it's just an increased cost like everything else. If be more concerned about commuters' cost going up that effect their ability to get to work on time.
59198966	That is going to hurt the people who need the train the most.
59198964	I will gladly pay more if it means service reductions can be offset. I have started buying monthly passes to support Metrolink.
59198939	there’s no reason to travel
59198875	I don't mind the fare prices going up but I would like to know where that extra money is going towards. I think the biggest issue for me is that the stops in San Clemente and Oceanside have been extremely reliable in terms of availability. Twice I have to cancel my ride due to cancellation of the ride last minute. I would really like to have that extra money go towards fixing the track in that area.
59198812	If iis necessary
59198692	I can afford it but this may hurt financially strained consumers. I do think that current prices do need to raise because of the market rates for diesel and other economic factors I cannot see nor account for.
59198671	As long as children are still free 2 dollars extra for adults is still affordable

Response ID	Response
59198618	Weekday passes are already so much more expensive
59198515	This will hurt low-income/disabled/seniors riders. The fare for these should remain the same.
59198500	If the price increase, please make sure to provide better maintenance such as making sure there is free WiFi available on train.
59198494	Gas prices are already high. Don't need this to add onto it
59198479	this will make metrolink more unaffordable for people
59198456	Lower prices = more people using your train , gas is expensive enough.
59198453	I have no other mode of transportation, definitely a financial strain but since it is a necessity, like the water I drink, I have no other option but to pay
59198450	Raise the prices and add more trains.
59198317	I don't mind fare increases. I do mind cutting trains.
59198240	the Monthly pass is $250 by increasing and Regular workday $15 now it will be $20/day almost $400 for people who works 5 days a week and 20 days per month!!

Response ID	Response
59198228	If Fare costs have to increase, then the Metrolink should put those funds into INCREASING MORE TRAIN SCHEDULES AND STOPS.
59195768	$5 day pass increase is a significant increase. This comes after the equivalent ticket was reduced in the latest round of fare and service fiddling. I object to the increase and if combined with further service reductions, it is unlikely I will continue to use Metrolink for commuting
59194389	I'd like prices to stay the same, but if they are increasing please ensure the bathrooms function. There's no water pressure half the time and they clog because people lack civility and flush hand towels.
59193332	I do not mind fare increase if we can keep the frequency and operation of the trains.
59189526	Financial hardship
59156340	I am happy to accommodate for that fare increase.
59156234	If the e fare is significant enough, I'll have to pick an expense, it's that simple.
59154956	With the financial strain everyone is having, it's not that much of an increase as a one time. However, the price is going to seem high if the schedule is reduced because why pay so much for low availability.
59154719	If tickets were verified it would seem possible to keep rates. Look into doing a study and actually do something about it than share information
59154597	As long as these fare hikes don't affect the monthly rates, this is fine. I won't say no to a price reduction, though!

Response ID	Response
59152884	I understand the financial necessity to do this, and would be fine with this measure.
59151811	Increasing prices while decreasing service? Be so for real.
59151790	As described in the discount section, I would prefer to pay more if it meant preserving Metrolink service as much as possible.
59151365	Seriously, make it make sense to charge people more with even worse service. The least you can do is to improve the service then to charge people more. Metrolink is so shameless. Thanks to you now I have to find a different job so I don't have to keep putting up with your nonsense.
59150958	I would love to see a reduced fair for commuters that rely on Metrolink for work and school.
59149909	I'd gladly pay more for more frequent and later night services back to my station, which Amtrak does not serve.
59149684	I have lived in poverty all my life; just a few dollars increase in bills can take a toll on your financial situation, especially if you are living paycheck to paycheck. This will definitely be affecting many of the poorer people in our communities. Taking the Metrolink is a way people use as a regular means of transportation, so increasing their regular commute pricing is a financial burden that should not be passed onto the public. Public infrastructure is already being built with taxpayer money. Asking taxpayers to increase the payment for these public services is double-dipping and it should not be allowed.
59149501	rather pay a bit more than have you cut trains. cause the alternative driving solo is horrible

Response ID	Response
59149418	The fare increase isn't a huge issue it's just knowing that fares were affordable and reliable
59149278	As a senior, I am willing to accept a fare increase if the overall burden is spread to all groups (regular riders, youth, students, Veterans, etc).
59146966	I would not be able to afford it, and i would have to replan my finances to see if it is worth it. Less people will be able to afford it how is that supporting the community?
59144947	I am on a fixed income and cannot afford higher train rates. This would place a serious financial burden on me, especially as a widow. Please do not raise fares.
59144869	Instead of focusing on increasing fares, please hold your conductors accountable to scan every single person that comes on board. Your writer ship out of San Diego County is not being accurately counted, especially on the way back to Oceanside because the conductors are consistently not scanning peoples tickets. I've been a writer for 16 months and I can go months without being scanned please hold your conductors accountable to scan every single person to help with revenue.
59144824	everything cost more
59142641	I would rather pay more to keep or increase service. It is still more economical than driving. Do not cut service.
59142578	Leave the prices the way they are.
59142559	The current reduced OC line service in evenings has already caused me to take the 8:11 PM Amtrak from LA Union to Santa Ana at much greater expense. I would much rather take Metrolink.One later line around 8 PM would be great I don't mind a fare

Response ID	Response
59142254	Don’t mind fare increase if trains get nicer or fixed. Security too.
59142068	The prices are already quite high and I would be less likely to take within county rides (which I typically do on a weekday). I would use it less often for weekend trips to LA also.
59142012	Please raise prices. If that's what's needed, I will gladly pay more to maintain and expand service levels.
59141722	I would rather pay an increased fare to maintain current service than pay more in gas, parking, and vehicle maintenance fees to drive everywhere myself.
59141328	I use the monthly pass.
59141199	I think raising these fares is a reasonable thing to do.
59141159	WHY ARE YOU RAISING PRICES?People need transportation — in fact it should be free. Funded by taxes. Then everyone would be happy to ride.
59139474	I would like to comment that as a work commuters, we need the 605 to leave from Oceanside again and 622 to extend to Oceanside again. This makes the most sense as a customer, potentially eliminate the 601 route.
59138604	Improve schedules! Lines cannot be reduced and must be reliable and on-time to make connections.
59138524	It is insane to me that we live in some of the wealthiest counties and cities in the country and yet you're trying to cut travel and raise prices. ESPECIALLY when Metrolink is already so inconsistent. This is also NOT the first fair increase in 13 years--my train rides used to cost $4.50 one way, and they went up to $5.75 (and my

Response ID	Response
59138514	I would be okay with the ticket prices increases only if the service stays the same or is inproved
59138490	I would really be discouraged from taking this train and I would completely suspend use of this train if there were increased ticket pricing in conjunction with suspended trains. DO NOT CANCEL THE 4:12 TRAIN!
59138474	Not ideal, but not as bad as cutting already meager service.
59138419	Just hike up the fares, probably still cheaper than gas. Maybe consider a decrease if current pricing climates ease off in the future.
59138324	N/a
59138311	$5 during the week days makes no sense for encouraging commuters to keep using your service. Your main purpose is to serve as the commuter rail. Amtrak is the tourist rail. Figure it out
59137650	Always use the patches to visit much cheaper and so it's better to have a pack of cost a little bit more let's go has it passed and again I emphasize having that service existed a thousand percent more important than the fares the parents need to be raised to protect the service
59137080	small increase understandable
59136994	I will most likely rely on a different kind of pass for my transit.
59136936	Please provide better reliability.

Response ID	Response
59135960	This proposed increase is significant. My SoCal day pass will increase from $15 to $20 per day. There is no mention of the monthly pass increase so I have no idea how much that will be. Instead of a one time hike like this, you should phase in the increases.
59135902	I take the train often and paying $15 each time is already impacting me financially. Increase in cost will negatively impact my budget further.
59135896	Per my previous comment, please do not make ordinary people pay the price of these challenging times. Please find other ways through government agencies and funds.
59135841	Increasing the cost will more than likely decrease ridership.
59135817	Ask Fed to pay more
59135775	ridiculous when the whole point of having Metrolink is to encourage public transportation at an affordable rate.
59133521	How about everyone that rides the train, pays. Too often tickets aren't checked and people don't seem to be held accountable when they are checked and they don't have a ticket.
59133502	Please keep in mind the needs of commuters.
59133423	Needs to stay the same fee
59133418	Fare prices should be more affordable with rise of living expenses

Response ID	Response
59133414	I understand increasing operating costs means a more expensive ticket, but everything now costs more and salaries are stagnant.
59133392	I am low income. I pay parking daily $5 Gas expensive.
59133383	Hopefully there will be discounts
59133192	If fares are increased I would continue to ride the train, but it would be less often and be more of a financial burden. I probably would stay closer to home and I would not make as many trips into LA
59133172	I rely on Metrolink to get to and from work so I would continue to purchase the tickets at the increased price, but would likely use Metrolink less to attend social events because of the cost. While I am lucky enough to be able to still afford an increase in ticket pricing, many people are in financial struggle and a price increase would be a significant strain on their monthly budget and even mean that they have to find an alternative, more inconvenient, mode of transit.
59133115	I am fortunate enough to be able to afford a fare increase - especially since gas prices are insane and it will make the monthly pass more reasonable. However, I think you need to do everything you can to keep people leveraging public transit, including keeping costs down and service whole
59132978	Im a full time student with no money to afford a car or even gas for a car, these prices will affect if im able to have enough money for groceries or bills
59132930	I would have to see how it goes. If the reliability is there then I should be ok. If trains are late or break down and I'm late to work and missing hours I may have to stop.

Response ID	Response
59132090	It will likely affect how often I can or will ride Metrolink.
59132004	Do not do it
59131999	As much as Metrolink wants to be Regional transit, the branding and the operation schedule can't meet those demands without funding. Right now your established based is still commuters, I vote bleed those white collar folks dry. Raise fares during commuting times. Lower weekend fares. Lower late night fares. Watch as the scales balance.
59131980	I have no source of income due to the lack of accessible job opportunities in my new town, I don't have extra money to be spending right now but I still deserve the opportunity to visit my loved ones and see my doctor
59131973	Fare increases are an excellent option compared to service reductions, but only as long as low income fare bracket ceilings are increased and low income fare prices are maintained.
59131972	These price changes may seem insignificant, but for daily riders who are already spending nearly one hour's pay on our daily fares, a 15% increase would add a significant financial burden over time. Please consider the economic stress that Socal residents are under in this moment before handing off rising costs to the consumers who can barely afford your current fares.
59131964	I'll support increase costs in fares, however it'll impact me financially. Just don't cut the services from City of Industry please and also don't cut the morning services too cuz my work shift is only from 7 AM-3:30-5:30!PM I have to leave at 4 AM to ensure that I be at work on time.

Response ID	Response
59131900	While the increased ticket prices will still be less than Amtrak tickets, I fear that this might still push away many riders
59131886	The fare increase is the best option. The limited schedule has been a HUGE burden on my personal life and family.
59131857	I am for the increase of the tickets but we need more reliable lines
59131844	I ride the Metrolink train because I support reducing smog doing my share of reducing traffic congestion, but ask that the board seriously consider using California's tax payer funds if absolutely necessary to increase the fare. Riders are already financially strained by the increasing cost of living and to increase the commuter's cost is an additional financial burden. Californian's should retain their TAX funds to help subsidize where needed - LOCALLY!
59131776	We are all trying to save money, metrolink should not change prices
59131756	so retarded
59131703	Just make the increase between $2 -3 for a SoCal Day pass for seniors.
59131680	Will the trains be cleaner now?
59131672	Fare increases are acceptable if commute hours can be prioritized.
59131634	My work subsidizes my monthly ticket but for others this would be a financial strain given that all living costs are going up

Response ID	Response
59131583	Inflation is hitting everyone. I understand the need for the fare increase, but in hindsight it would have been better to do this gradually, rather than coming 13 years later and threatening to cut service simultaneously.
59131361	If the fare cost increases too much, I may consider looking for a nearer place to work to cut on commute time + increasing fare. This will definitely result to a financial strain.
59130871	Fair price increases. But I say do another Measure M type petition to raise funds.
59130753	Cut trains, do not raise prices.
59130738	I can hardly afford the charges made now and if I must I will pay but less likely to travel
59130516	Que no sea el 15% de aumento sino $1 o $3
59130483	I think Metrolink fare is already quite expensive. However, I understand Metrolink's financial needs to keep the training running. I suggest you increase a higher percent for day pass and one-way fare, but increase a small percentage for monthly passes. In this way, Metrolink riders who ride the train most would have been least impacted.
59130443	ok
59130437	I just wanted to remind you to also consider increasing train schedules when raising fare prices, especially to reduce train cancellations. Out of five times I use the train, twice I experience cancellations that affect my work and daily life. Thank you for your understanding and efforts to improve the service!
59130433	In an ideal world, I'd like to maintain the current fare prices. I don't like the idea of

Response ID	Response
59130421	Metrolink has had a very generous structure. Every business is raising prices, it's time for Metrolink to do the same and not cut trains to and from Oceanside
59130366	It seems silly to write this because I know that there are only a few who have the power to change anything and they will probably never read this. But if they did, I would know, because the Orange County line would open up an afternoon line South. And all the lines would become more efficient using Metrolink's own data, which probably shows an increase in ridership post covid. I write this mostly for my fellow commuters. They are the ones, who in the age of soaring gas and insurance prices, overwhelmed electrical grids, and lack of public transportation have decided to ride an archaic form of transport, which also happens to be the most efficient in this degraded modern era. Those who have the provisional power to change our course from this degradation have had the opportunity to change it all along. Myself, along with other commuters have written for years attempting to voice and remedy accumulating issues. Unfortunately, the solution will probably come at the cost of the mother, father, son, daughter, working class commuter. Please feel free to contact me in the future for any questions about possible solutions.
59130342	Fare increases are preferable to cutting service as doing so creates a negative feedback loop of loosing ridership also known as the transit death spiral. If fare increases can avoid this, then do it. Simple as that. More people have issues with Metrolink's inadequate schedules as a reason not to ride it rather than the fare being too high being the issue.
59130339	The proposed changes advocated by Metrolink are fine.
59130319	The state of California reimburses employees for public transportation so this will

Response ID	Response
59130186	Less trains, and higher fees
59130116	I can mostly afford this, but i know it will hit lower income riders even more, and sadly because it is a more visible cost to users then the actual cost of driving people my be deterred.
59129890	Keep fares accessible to the working class!!!
59129864	Commuters rely on this service for work. It is completely ridiculous that in LosAngeles, they will not offer their citizens basic services like reliable trains
59129048	Too high to increase $5 on weekdays. I will either not pay and get on, or not ride the train
59128976	I rely on the metrolink service.
59128935	Honestly I'm all for raising fares just as long as you are able to provide this service and not do any reductions at all.
59128856	I support an increase in fare if that means there will no longer be a reduction in train service.
59128811	My agency would continue to cover that cost. But why increase one way tickets by 15%? Why not all tickets by 5% or whatever % would be appropriate so it is spread out among all riders?
59128746	I think you can price in increases while maintaining the same number of trains. With the price of gas increasing, this is a great time to grow your ridership. Also build that Placentia station. You would be able to grow your ridership base.

Response ID	Response
59128740	I will continue to use The train as long as I need to, even if the price goes up. I do not like driving to Los Angeles , done people don't mind but I do. I am a nervous driver, I could do it if needed , but don't want to. Trafffic from Los Angeles to the inland Empire is crazy. Conductors should take people off the train that don't buy passes, they always let them slide. The only conductor that did not have a problem getting them off the train was Todd, Hellas you know he is retired now. I know some conductors don't want to deal with it , so they give them a pass, just don't do it again. I know it can be dangerous, if they see there is a risk of danger off course don't do it and ask for assistance from a deputy on board.
59128723	It's not ideal but I get and support it.
59128722	Whatever it takes for you to come back to me daddy, I would like to ride the Metrolink. You know that whole "ride the d" thing happening about the d line opening? You have actively prevented me from getting the d… tis a crime
59128721	Riding the Metrolink would become a weekend luxury rather than a necessity. I would choose to ride Metro over Metrolink for their service:price.Price increase may be a necessary action to keep operations going but the current prices:service for Metrolink are worse than what Metro offers.I want to be able to get from point A to point B in the most cost-effective way in the least amount of time.
59128704	I think the prices are already high so it would be helpful if we could keep prices as-is.
59128703	Driving is cheaper to me compared to taking the train. Especially if there fare increase. I would no longer take the train to work.
59128696	This will be a great burden for my as I do. Not make a lot of money and I really need

Response ID	Response
59128637	Less trains? Higher cost? Makes perfect sense
59128622	The metrolink system needs to be electrified.
59128614	I would prefer a more expensive ticket and additional train service. The whole reason my friends and I don't use the train more often is that we cannot rely on late-night service if we want to enjoy ourselves in L.A. proper.
59128595	Do incremental fare updates instead of sudden fare bump, more psychologically unsettling (and probably beneficial for the business considering the time value of money)
59128572	I'm being priced out of living in Southern California. Job raises don't match all these increased fees and costs, i.e. inflation.
59128544	No impact because a monthly pass holder.
59128521	Cannot afford increased prices.
59128461	if they keep my train schedule, I do not care.
59128422	Amtrak charges a lot more for a monthly pass between my station pairs. Amtrak doesn’t have a senior discount for monthly pass.
59128296	A fare increase is only worth it to me if service gets better. There needs to be more frequency with trains on weekends and weekdays.

Response ID	Response
59127821	I'm lucky to be able to afford a fare increase, though I know others may not be. If there is no public will to fund Metrolink, then fare increases are inevitable and understandable. However, again, it is of utmost important that we fund means of transit in our communities that are not tied to cars.
59127115	It already is a struggle trying to bring driving friends onto Metrolink, even with the high gas prices, as the current ticket prices can already be concerningly close to gas price for the route. I honestly think a fare increase/service cut will lead to a death spiral as many trips won't make sense anymore (and many already didn't pre-service cut), also the human costs of people losing jobs/mobility/etc (and the associated mental health costs leading to increased suicidiality/depression/hopelessness) are terrifiyingly huge.
59127070	Increasing the fare on weekdays by $5, is too much. The increas does not work for those earning a living to commute using metrolink. It would create a financial burden. It would make sense to increase weekend price to $5 and weekday to $2.
59127047	Driving will be more economical for me as a daily user. I would only use Metrolink on the rare chance it aligns with my schedule which with the proposed service cuts is rare. This is not how you improve the financial state of Metrolink. This creates a doom loop that Metrolink will struggle to get out of.
59127035	I would support fare increases to avoid reduction in services.
59126968	I think that raising the prices will hurt ridership as there has been a recent influx of people utilizing the metro especially as gas prices have been rising exponentially.
59126709	fuck you

Response ID	Response
59126584	Fair increases need to be consistent- not just on full paid riders
59126468	Trains should be a public service. Each city should reroute costs for traffic safety into operating public transit that will reduce burden off of the individual consumer while continuing to support the train system.
59126424	The fair increase makes sense since there's a financial deficit and the cost of everything has gone up so even the pay of the employees should increase as well.
59126421	I think fare increases are reasonable and expected. However this comes from someone who can afford it. I think fare increases should be paired with an expansion for more potential discounts and rewards. For example, Metrolink could partner with a group such as AAA or Spectrumotion to incentivize members to ride Metrolink.
59126391	Why such a big increase of $5 on weekdays?! It doesn't make sense. If you're going to raise the rate on weekdays, raise it by the same amount as weekends. $2 and no more.
59126355	Please feel free to double the fares. DO NOT CUT SERVICE. You need to increase service as it is / I can barely use metrolink anymore because your service is so infrequent and ends too soon. I wish I could actually use metrolink but the low service frequency and lack of night/weekend service make it unsuitable for most of my travel.
59126331	It may be unaffordable
59126315	Honestly, if that means not cutting service or reducing service, it would be worth it.
59126304	Increasing fares only makes sense if the trains could accommodate the amount of

Response ID	Response
59126287	I would rather pay a fare increase than have services reduced.
59126267	Need to raise fares to collect full cost of service
59126221	It is still less expensive to ride vs using Lyft or Uber. I willPlan for the increase but hope more security will be placed inside cars and at depots
59126211	I almost always buy the SoCal day pass, so an increase of up to $5 will start adding up. Being a college student, expenses are already high, so increased fares will only add to that burden.
59126181	I oppose on Raise fares for One-Way Tickets by up to 15%. My suggestion is to raise the One-Way Tickets at 7.5% on July 2026 then 7.5% on July 2027.
59126172	If it's absolutely necessary you have no choice.
59126158	Increasing fares is unlikely to improve the bottom line. In fact, transit systems around the world have consistently shown that encouraging ridership through targeted discounts and incentives leads to higher usage and stronger long-term revenue.It's also difficult to imagine reducing train frequency any further, given that the current schedule is already quite limited.If the goal is to generate additional revenue through premium offerings, consider introducing a "first class" service tier — quieter cars, more comfortable seating, refreshments, and other upgraded amenities. Many successful rail systems around the world use this model effectively, offering passengers a choice while improving both ridership and customer satisfaction.
59126155	I don't mind paying more if the 7:30 train is back
59126125	My company pays for a pass but I don't want other commuters to have to pay more

Response ID	Response
59126122	I would raise one way fairies by 5-10% instead of 15 and raise weekend prices by 5 to create consistency.
59126120	Raising prices is bad as well, it's not good. It's already slightly expensive, & I know some people will not approve of this. I don't support fare increases.
59126116	I am a big fan of the current weekend student prices, despite the reduced train operations. I do find the weekday prices a little more expensive, but reasonable. Increased fares would be a but more if a financial challenge to handle, even while I get the student discount.
59126104	I am in favor of raising the cost if it will prevent a reduction of train service.
59126095	Metrolink is already significantly more expensive compared to Metro. When deciding whether I should use the service, that way he heavily on my decision. If the password to go up, I would be much more likely to just drive.
59126071	I am on a fixed income and will not be able to use Metrolink, but I would use it anyway because of cancelations etc and paying MORE FOR WORSE SERVICE!! Cannot afford it!!!!
59126069	If paying more for a one-way ticket means consistent frequency, and midday and late evening trains, I would happily pay the increased price.
59126061	Well I personally don't use those tickets so I think I am okay, but obviously I am aware those who struggle financially may have a different opinion on these. My personal opinion is that I would rather pay more in order to keep my train. Like I said, I cannot go back to driving.

Response ID	Response
59125156	$5 is not a massive hike on a pass, especially since you get a transfer to the LA Metro.
59124708	I'd be happy to pay more - Metrolink provides a great service
59124232	With fare increases, it becomes easier for me to use my car. There is no incentive to use the Metrolink. This will cause more traffic conjestion.
59124227	The fare will hurt our pockets please keep it the same at least for another year without.
59124222	Suspendc3 400 Line trains, restore 707 and 720 to full trips, add 723 and 744 back Restore 803babd 824 back to glfukl route for inter regional commuters making the Coaster connection at Oceanside Restore 811 and 812 extend all shirt trips on north end to zssn Bernardino to allow better connection to Arrow as well as alternative LA-Orangr-Ssn Bernardino route. As d later Irvine trip to iffset overcrowded conditions on 624 and 636. Introduce full code share service on Ventura Line. Add the stops to remaining schedules. introduce vifeshare service on Orange County trains . Add bus connection to Oceanside for some Laguna terminated trains on Orange Co and IEOC trains. Restore one pm Oceanside train (616/627) .add 633/63 as later Oceanside trip
59124216	I generally oppose them. However, I would support them if and only if it would allow suspended lines to return and prevent a reduction in service
59124202	Currently, the biggest impact to my use of the Metrolink are the service reductions. I used to rely on the late evening train (on weekdays) to ensure a one-day roundtrip. Since the reductions, my usage of Metrolink has dropped in half. While a fare increase is never ideal, between rising costs everywhere else, a fare increase

Response ID	Response
59123911	Asgas prices increase I want to take any opportunity I can to avoid driving long distances and to raise the ticket prices to metrolink would only worsen my pre-existing need for financial stability and security.
59123883	I am grateful for the metrolink and was looking to comment requesting more late night metrolink trains. I believe increasing the availability and accessibility of the metrolink trains would help our economy recover from many things. I do not support the proposed'Potential service reductions that may include: Fewer trains during peak hours, resulting in longer wait times. Elimination of weekend service. Fewer midday and late-night trains. Adjustments to lines, including shortened routes with some trains no longer serving stations at the end of the line.'Each of these proposals are discriminatory to working class people. During the oil crisis we are in, even more people need the metrolink. There is the opportunity to make metrolink more trendy as more people look for affordable modes of transportation. Metrolink should be taking the lead in providing the cultural shift towards public transportation. The proposed service reductions are harmful to all communities alike. Let it be known plain and clearly that the people are against said service reductions. I hope this message is heard with compassionate ears.
59123872	Reducing service is already a blow to many commuters. Raising fares is insult to injury. I have extolled the benefits of Metrolink's affordable day passes as an alternative to suffering through traffic and expensive LA parking for my friends, and raising the price makes it harder for me to make your case to my friends, and will also make the experience of riding less pleasant for myself.
59123843	It’s very cheap even with the increase

Response ID	Response
59123756	If raising rates resulted in INCREASED service (ie more trains, more departures and arrival times) I might understand. But raising rates and cutting service suggests to me that Metrolink is not serious about being a viable, long-term alternative to driving and that would be disappointing.
59123668	I would rather see a fare increase of even slightly more than is being proposed if Mely could expand its service frequency instead of cutting back.
59123637	I support a fare increase.
59123634	Fare increases are better than reduced service.
59123623	I'd be okay with those changes
59123621	It may not be a big impact for me but daily users and those who struggle financially need reasonable fare rates.
59123601	I think fare increases are reasonable but I also think it’s a terrible idea to do so while also reducing the usefulness of having the train at all.
59123593	Having limited income, fare increases will hurt me ability to afford riding and access.
59123583	Please see my previous comment, but with rising prices across the board, I don't see the utility in squeezing the already stressed finances of working people who use Metrolink. Again, drawing more customers in seems to me to be a better path than making the service more prohibitive.
59123549	As long as fare increases are not combined with services cuts, its the lesser of two evils.

Response ID	Response
59123533	I say no impact at this time BUT.....being on a fixed income it could affect future travel. I do understand Metrolink having to increase their prices. I have truly enjoyed the So Cal weekday and weekend prices. The Metrolink is an important part of transportation is Los Angeles. I am grateful to be able to use it.
59123530	I am financially well off and consider taking the train a good value for my time and for my risk. I work long hours and have young children. I am exhausted and believe that taking the train over the last 10 years has saved me multiple car crashes.
59123508	I used to pay $25 for a round-trip ticket, so this proposed fair increase is digestable for me.
59123503	Too much Increase should be capped at 10% and $3 for weekdays
59123498	increase if you must, but do not cut service!
59123484	Charge as much as you need to to preserve service to Oceanside. Your long-distance service is very underpriced and many employers, including mine, subsidize the cost anyway.
59123483	If the schedule can survive but there's a fare increase that is a sacrifice that I and many others are likely willing to make.
59123440	I think it is better to slightly increase fairs, than to get rid of train service on certain days altogether.
59123427	The fare increases proposed sound fine to me, as long as it results in restoration of service frequency to pre-March 2026 levels. I would like to see service restored for peak hour and late-night weekday trains especially, on all lines if possible.

Response ID	Response
59122878	I really do think proposing events for people to protest to give Metrolink more budget is something that should be considered.
59122838	Don't do it
59122823	Being a student and hearing prices increases alongside increasing gas prices in the state already being pretty hard to afford sucks
59122751	The reason for no impact is that my company helps with the cost. If that were to go away I would have to weigh the options.
59122748	Weekday must be lowered somewhere in the middle please
59122735	I think you can increased the fares but what is impacting me is the frequency of trains. I usually came back from LA to Oceanside in the last train at 9pm, there should still be a train at that time
59122710	Cost will be too high and I need all the help I can get.
59122702	I'd rather pay double the current fares than have the stations, lines, and hours be cut. Again, simply not riding is a privilege most of us can't afford.
59122689	I'm in a position where I can afford to pay a little extra for a ticket, but I am not a daily commuter.
59122681	Can we consider a new measure to raise tax revenue for regional rail and use it to electrify key corridors?

Response ID	Response
59122674	I don’t think Metrolink service is good enough for any type of increase. The number of times my train has been late or outright cancelled is crazy. And the uber credit is not much of a solve. To take an uber from Burbank airport north back to downtown at 5pm is $75! The $50 credit doesn’t help me. So I use it to take me to the metro train as it’s only $35 from Burbank airport north and then I take that train home. My trip is so much longer.
59122658	The cost is not stopping my use. It's the availability and reliability.
59122622	Agree with fare changes as long as Metrolink is okay to continue to provide the same level of services at least during peak hours.
59122616	I am in favor of raising fares as long as the 4 East Ventura trains stay in service.
59122614	i like to say the contract with Metrolink was alot better off with Amtrack. Since we got this new vendor nothing but head aches
59122612	Anything but a full shutdown
59122607	Need get more people on board, then just raise the price
59122601	It would be very hard for me to afford the train on a week to week basis, and I might have to work more in order to have enough for it as well as groceries and bills.
59122597	FREE RIDESS
59122585	I do not use either one-way or day passes, but I can see this impacting ridership and any decrease in ridership affects my commute options. I oppose these fare increases. Government sources should step up to cover budget shortfalls, not the poorest among us. Even regular commuters can not always afford the one-time expense of

Response ID	Response
59122581	I would no longer be able to ride metro
59122563	If the prices rose to high it would likely ride Metrolink less often.
59122445	The fare should be less than gas.
59122403	Increasing to $20 per day for the Day Pass would make the cost of riding the train $400 a month, which would cause a financial impact. There should be some cheaper options or consider basing the cost of the day pass on how long the ride is instead of a flat ride regardless of how long the ride is.
59122370	If the SoCal Day Pass increases by $5, then that will be a less likely option for my commute. $5 is the cost of a gallon of gas right now, and I can get more trips to my work with my car in less time.
59121758	I don't love a fare increase, but needs must I suppose. Just don't touch the 50% student discount, because that's the only way I'd be able to ride Metrolink frequently.
59121615	I usually use the Socal Day Pass as a student, but if it were to be increased by $5 dollars, it would be equal to the price I would have to pay for parking at my college's campus for the whole day. This really makes me feel conflicted about taking the train, since it would be comparable to driving to school. The only thing would be the price of gas to hold me back on commuting to driving instead, but such a price increase for the week day socal day pass ticket would be cutting it close. Instead, I would much rather have tickets be checked on the trains more frequently. I have noticed that on the trains that are around peak commuting times, there is seldom a check for people's tickets while on the train. And I commute from North Main Corona station

Response ID	Response
59121425	Metrolink is my most reliable form of transportation and therefore, I will spend more money it it means keeping the same trains and allowing me to safely commute every day.
59121375	Instead of raising prices, your fare inspectors need to check age ID against the type of ticket fares. Make sure seniors are 65+ if they bought the senior day passes. Check student ID card if students present their student tickets.
59121295	I purchase a monthly pass so these changes do not impact me.
59121104	You should raise the monthly pass rate. It's a steal at its current price.
59121089	against fare increases
59121062	I think this is fare to have the non-regular riders have the price increase
59121000	I am able to afford this change personally, but would love to see more subsidized fee options for others who cannot afford the increased fee.
59120976	I understand the need to adjust fares, and I personally could cover the cost of adjusting my pass type to counter this. However, if the train schedules were to change to eliminate or reduce service on my route during peak commute times, the amount wouldn't matter, as the timing of the train(s) is most important to me over cost. I know I can't speak for other passengers, though.
59120957	A 15% increase would probably make taking the train to work more expensive than driving (even with higher gas prices!) for me. I would probably stop riding Metrolink and drive to work instead.
59120929	Why aren't there more incentive days? like ride for $ 1 first tuesday of the month to

Response ID	Response
59120916	Raise the prices, but also enforce fares.
59120907	The fare change is much better than less service, but honestly this should be funded as a government service. Take it from the highway construction fund or even add a ballot measure to provide additional income tax funding.
59120829	Fare increase over reduced trains makes more sense. Why not only increase the one way tickets to incentivize a day or weekly pass?
59120815	No one likes increases but, i get it. 13 yrs. is a long time
59120811	i would probably stop riding
59120805	Higher fares for EVERYONE or no fares! It is quite annoying that fares go up for prosocial paying passengers while vagrants and bums without tickets do not get thrown off trains or kicked out of the bathrooms. It's time to stop making excuses and accept that a small percentage of the population are simply bad, useless people who must be ejected from public spaces if they are unable to conduct themselves appropriately and follow the same rules that everyone else is required to follow, or in this case pay the same fare that everyone else is required to pay.
59120803	The value of the Metrolink ticket, as well as its use on Metro trains and buses, has always been one of the main positives for me. The one-way fare increase is marginal, and I think most commuters won't bat an eye if they don't commute from too far out.
59120779	I don't understand the comment stating that this would be Metrolink's first fare increase in 13 years. Within the last year, the cost of a one-day ticket from my station to my destination was raised by almost $4, and the 5-day Flex Pass cost increased as well. This claim will need more explanation. At any rate, going from $15

Response ID	Response
59120725	The proposed fare increase would significantly affect my ability to continue using Metrolink. I rely on this service regularly, and even a moderate increase in fares would add a noticeable financial burden over time. Unfortunately, my employer may not be willing or able to cover the additional cost, which would leave me responsible for the increase. Combined with recent service reductions, higher fares make commuting more challenging and may ultimately impact whether Metrolink remains a viable option for me.
59120664	Fares should remain steady to how they are now.
59120632	These are reasonable changes. Everything is more expensive but if you’re responsible with finances you find a way to make it work. You don’t know how many times I see the conductor kick off someone who says they can’t afford a ticket but has a starbucks, chips candy and a container of weed.
59120602	What the 15% increase due to they wanna raise it will affect me because I live on a tight budget due to I don't work full-time I work part-time I get a very small paycheck and I do use the train on a very rare occasion to go out to San Bernardino to to see a friend of mine and if if the fares go app I just can't afford it, I won't be able to go out that way. And she just she's not going to drive her car all the way from San Bernardi and back into LA just to drop off a package that she told me just recently got delivered out there with my name on tour. I would try to get out there but but Show changes in service cuts being done.There's no way I wanna be able to go out there and get it.Pick up this package and also be able to get back home.And the reasonable amount of time it's I live in downtown los angeles
59120548	Doesn't affect me I use Access To ride Metrolink

Response ID	Response
59120245	I believe with price increase your you will see a sharp decrease with customers, also please consider to keep fares and perhaps decrease senior fares to start at 55-60 years, there is a high probability you will see increased with customers
59120028	Disgusting that your going to hurt those of us who depend and rely on affordable public transportation.
59119972	I already utilize Mobility For All. Even the discounted price is a financial strain at the present time
59119525	I encourage raising fares if it will allow Metrolink to maintain the current level of service or improve service.
59118262	I would rather fares increase than limit trains. Please do not limit the trains to Orange County.
59118256	I would have a hard time affording the increase. I would hope that you could market to more riders with the current more reasonable fares.
59118247	Again, find the money somewhere, but don't take it out of the pockets of people who are just trying to live their lives...
59118219	Penalizing one way fares seems backwards and narrow minded. You should be encouraging new riders to try the service, not chasing them away. One way fare riders very likely may be making a round trip! They just want flexibility in their return time like with the metro
59118216	I mean if you just enforced people to have tickets a little better I think you could afford it

Response ID	Response
59118190	The rates should go up proportionally, rather than a lesser increase for one way and larger increase for the day passes. I would be fine with a 20-33% increase in the one way fare, which is what the above implies.
59118184	Some are opting for public transit because of the gas prices. If it will cost the same to drive then more people may abandon public transit. Proposing a gradual increase over time would be a better solution
59118148	Why increase by such a high amount? The trains are worn and often unsanitary. Seats are in need of wash, restrooms always non- functioning, tracks are scary etc.
59118141	I will consider driving my electric vehicle to work some days.
59118133	I am okay with a fare increase if it means service cuts are less likely
59118121	As someone who used the Student Discount, it wouldn't be a massive hit as it would be the same as the weekday day pass in price. However for those who currently do not use the pass, a $5 increase could prove unattractive to riders, especially for large groups/families using Metrolink for beach trips.
59118119	Fare raises seem reasonable if needed, but how about trying enforcement first to broaden the base rather than making those of us who are already paying, pay more.
59118077	Raising fares is not the answer. Times are already tough for working-class people, and increasing the cost of transportation only adds more hardship to those who rely on the system every day. Instead of making it more difficult for the very riders who keep the system running, we should be looking at solutions that support them, not burden them. Let's look at other ways to capture funding.

Response ID	Response
59118047	It is better to raise rates than to cut service
59118032	Is the purpose not to promote ridership? Cutting train and raising prices make zero sense.
59118028	No me queda otra opción porque manejar es sólo si es sumamente necesario.
59118026	Every age group and income group seems to get a discount except for mine. I'm tired of it. And I don't think it's fair. And these low-income people, all they have to do is receive snap benefits which is basically a scam. It makes things it's more expensive for the rest of us
59118016	A huge benefit of taking Metrolink is that it's cheaper than driving due to gas costs. A fare increase would negate these benefits
59118013	It won't affect me but it will certainly effect low-income discretionary riders who need transit for specific trips and/or cannot afford a monthly pass. I'd be very careful before proceeding with this proposal, the optics look bad.
59118012	metrolink used to be an affordable way to travel. now the trains are run down, theres less lines, and its more expensive. Why are being expected to pay more for less?
59117947	I believe fare increases are most likely the best option. Although this administration has made inflation worse. But I believe people will prefer that then getting their services cut off. Services that allow them to commute to work, school, or even to just go home and rest. I believe if services were cut off peoples lives would be impacted in a non-positive way. It could cause people to get laid off because they didn’t commute to work on time or maybe a student failed his test because the train to commute to his school was not operating. Fare increase would mean nothing more

Response ID	Response
59117908	I understand the need to raise prices but that is only if you keep the peak time trains - you shouldn't do both. And perhaps a person ago is low income can apply for a lower fare
59117894	I would have to adjust just like with everything else.
59117892	Fuel costs more, and it makes sense that it would cost more to fuel a diesel engine. I understand this change.DO NOT CUT SERVICE FURTHER
59117885	The current fare structure works well. However, raising the price of these fares, especially during weekdays, would affect the riders negative, who relies on public transportation to commute to school and work. The majority of the riders do not have or cannot afford to own a car and so have to rely on public transportation. With how expensive gas and car maintenance are costing right now, raising the fare prices would eliminate this option for the people who have to rely on public transit. Public transit should be a cost-effective, sot-saving, and reliable for when people are struggling financially in an increasing difficult
59117844	I am writing to express my frustration and concern regarding the removal of train OC 623 (4:20–5:20) on the Orange County Line.What was initially communicated as a temporary disruption now appears to be a long-term or permanent change. The loss of OC 623 has had a meaningful impact on a specific group of commuters who relied on this time slot as part of their workday.This was not just another train. It served a clear purpose. Many office-working professionals used this hour to continue working remotely while in transit, making it a productive part of the business day instead of just a commute. With the removal of OC 623, that group of riders no longer has a practical way to use Metrolink during working hours.As a result, commuters are

Response ID	Response
59117692	This is still a great value.
59117643	If you are asking — charge me more and give me a good schedule. I'll pay.
59117077	Periodic fare changes are needed to address cost of living adjustments. The obvious question is why did Metrolink wait so long to adjust fares, but the best approach going forward is to make small adjustments every year or two. Further, if Metrolink is a faster, premium service compared to local or express bus (and costs more to provide), then defend that premium service with a higher fare in a proportionate way. This is on a separate right-of-way, not stuck in freeway or local traffic, so it's worth paying more ... you actually get there today, not 3 days from now. Cool.
59116986	Prices are cheaper now but it adds up everyday. A price increase will make me ride less or not at all.
59116909	If the fares are to increase, THEN I SWEAR TO GOD the trains better improve in all facets. From reliability, consistency, access, late night trains on WEEKDAYS & WEEKENDS. Because there needs to be a wider availability of trains being provided or else people won't ride them. With the current economic situation of fuel costs increasing, there is now a gap in the market FOR YOUR SERVICE.
59116888	Raise rates, don't cut routes.
59116885	I won't be affected by fare changes. It is mildly frustrating but understandable, and still cheaper than a car.
59116883	I take monthly
59116878	As a commuter whose company does not fully fund my ticket, this cost will start to

Response ID	Response
59116870	I’m mostly concerned about the service stop not being on the rotation.
59116865	I don’t mind paying more money, I just want MORE SERVICE
59116864	Everything adds up. We don't need another fee increase.
59116862	I wish the Bunker Hill shuttle ran back to Union Station starting a bit earlier so I could make the Amtrak 777 to go home.
59116860	While I can afford this, this policy change would disproportionately affect lower income commuters. There should be a discount for riders who take Metrolink at least 5 times per month and make 80% or less of their city or county's area median income
59116840	$5 for weekdays feels high when another proposal is to drop all weekend service it feels like the heavier burden should go to those least to use stations to see if it naturally declines down to an unusable amount or if it helps offset the low riders
59116833	With everything going up except for the paycheck it will hurt more. But I don't have another better option
59116822	I'm a monthly pass holder, or was. These increases do not impact me, and from what I understand most riders don't care as long as Metrolink can provide RELIABLE service and have trains RUNNING AT REASONABLE HOURS.
59116820	Currently I’m only scheduled to work 24 hours. So this increase would make definitely put a financial strain on me.
59116811	Not ideal, but better than reductions of trains during commuter hours.

Response ID	Response
59116803	As long as the train schedule is not significantly reduced, I'm willing to pay more to be able to commute by train. I do believe that to encourage people to ride trains, the cost of the train ticket should not be more than the cost of gas+ wear and tear on the car + cost of parking.
59116802	As a graduate student, it is essential that Metrolink continue offering discounted student fares. The financial burden of higher education is already significant, and any increase in train fares would create an additional barrier for students like me to consistently attend classes. Because I do not have access to a personal vehicle, I rely on Metrolink as my primary means of transportation. For this reason, it is also critical that service levels are maintained and that no routes or rides are eliminated.
59116800	Obviously I understand that inflation is putting financial strain on transit right now, I much rather pay a higher fare than for schedules to be cut. Although most of us take transit because its affordable and there aren't any other long distance transit options in California.
59116799	I will lose my job and possibly go homeless if I can't find a job closer to my house.
59116797	The biggest barrier to taking the train more often is not the cost, but the lack of service. This includes the weekends, when there is no late night service. I would rather pay 30% more for more frequent and reliable service.
59116780	It would be a bit more to visit my parents on the weekend but it’s better than driving
59116778	I would rather pay a little more than have more trains cut
59116773	Nite sure until it happens.

Response ID	Response
59116759	If this is what's needed to decrease the operating deficit and save current ridership and services, then I would support the move
59116747	For the service Metrolink is providing currently, I think this price hike is unnecessary
59116746	I also support higher monthly fares to correspond with higher one-way fares
59116740	Please keep the socal pass the same. It will financially impact me.
59116739	If the fares increase, then the service should be good and there should be no reduction in Metrolink services.
59116733	$20 day pass is pretty high and will deter new discretionary riders from trying the service.
59116727	I can afford to pay the 15% increase and many people who ride can given that most people using the train are commuting due to work related travel.
59116713	It would put a strain in my financial situation and my household trying to survive in this economics world a big hardship
59116700	The current fares are very inexpensive compared to driving and the cost of gasoline and toll roads. A small increase in price of the tickets is better than a reduction in service and cutting train numbers. Most people who use Metrolink to go to work are already saving money over driving. Anyone who insists on driving is just wasting their money. I can't help them. Stop complaining !!!
59116694	Due to schedule and weighing the cost, I may just decide to drive vs taking the train if the cost of the fare goes higher than me paying for gas.

Response ID	Response
59116690	no comment
59116688	Make a reasonable fare increase but it will be absurd if it's twice the amount or more.
59116681	I support increasing the fare
59116666	It's a modest increase and am willing to pay it if necessary, since it would only be $1 more for my commute trips.
59116652	If this happens it help if you add at least 1-2 more morning trains during rush hour like the 307 train so I can continue to work my overtime as I was before these current changes. I think this would be fair enough to meet us riders in the middle. Thanks
59116629	I am fine with Metrolink increasing fares if the trains still run.
59116618	I support any fare increases. But, my use of the system may go down if using my car is more economical and convenient.
59116612	You can raise monthly ticket fees, too, if you must. But keep the peak schedule. And please keep the trains clean. The fabric seats are all stained and gross.
59116603	I would switch to ride the Metro A line.
59116601	I'm already struggling as a student financially, any fare increases would just be an added burden.

Response ID	Response
59116598	Raising prices will affect customers a great deal
59116585	The fare increase, while unfortunate, is preferred over cutting trains / cars / stops.
59116569	33% fare increase for the SoCal Day Pass is very impactful.
59116568	Pricing based on the distance
59116567	That level of increase is not detrimental to the ability to travel
59116564	The price is already starting to creep up above the cost of driving/parking. I think weekend and later service should be added to the VC and AV lines to make it worth it. I also think the parking should be better policed so people can park at their closest station and ride into town without having to worry about property damage crimes.
59116555	in hindsight, you should have been raising fares every year or every other year. It's like rent or HOA fees, they all go up.
59116541	I typically use the SoCal day pass on weekdays. I've always appreciated the low cost, but I would be open to continue using Metrolink with a fare increase.
59116530	The increase is still affordable compared to commuting and has a positive impact on the community and environment.
59116524	How would this impact disabled fares?

Response ID	Response
59116517	Believe me when I say that my monthly pass is still more affordable than driving in paying daily parking fees and gas. I am ok with the increase just bring our trains back please.
59116510	This would make the metrolink an even less viable option for the average person considering driving allows for more freedom of destination. Increasing the fare prices does nothing to benefit metrolink and pushes the consumer away. This is not the solution to cutting operation costs and I highly suggest metrolink look into investing into some sort of way to improve the efficiency of their trains to help cut costs long term rather than putting the burden on consumers, which ultimately hurts the reputation and chances of growth for metrolink.
59116506	No one likes higher fees, but it is understandable. However, Metrolink MUST enforce penalties for fare evaders otherwise the ones paying for all this at the end are they long time, loyal commuters. If we don't see Metrolink enforcing this and we have to pay more for it, it will push us away to other means of transport.
59116501	Keep the schedule that was started in early 2026 and raise fares to support the convenient all-day schedule.
59116487	Something has to change
59116472	I am lucky that my work pays for my tickets but I can’t imagine for minimum wage workers how this will affect their lives.
59116459	As someone who uses Metrolink as their primary form of transit, as well as being a full time student, I can’t afford to give up on the trains, but also a fair increase would make it more difficult to get basically everywhere for me.

Response ID	Response
59116447	The increase should be across the board - certain lines' fares are not comparative and some commuters are bearing the burden of cost more than others
59116435	Please try to be reasonable with the increase maybe do it gradually so people can somehow adjust
59116424	I primarily use one-way tickets when traveling to the airport and SoCal day pass on the weekends to go into the city, so these proposed changes would affect me deeply
59116412	I would rather see fare increases than service cuts, but this would be hard on me and even harder on others with less means.
59116409	I would prefer fare increases over service reductions every time. I'd rather pay a higher fare than not have a train to take at all.
59116400	I understand the fair increase but i would still continue to ride at my current rate as it is still infinitely cheaper and more reliable than driving.
59116397	Understandably with the price of gas, I expected a fare increase. However, it is not fair to raise fare prices when operations are going to be cut back, meaning fewer trains running using less gas.
59116393	I think during these times, a price increase is expected. It's long overdue. I'd rather pay a little bit more for to keep Metrolink than see it disappear.
59116387	The reduced services and increased fare will force me to only use the train when absolutely necessary AND when the train is actually available to ride.
59116368	I have been riding metrolink fir 12 years. You have raised the rates several times throughout my time riding

Response ID	Response
59116359	Ok with it.
59116351	I greatly prefer increased fare vs. reduced service, particularly during commute hours. My friends who also commute on the train agree, everyone I've spoken to about this thus far has said they would be glad to pay more and would continue riding the train, but if their preferred trains are canceled they would likely not be able to adjust their schedules in a way that allows them to commute by train instead of having to drive.
59116349	Price hikes while the economy is flailing and Angelinos are struggling is a horrible option. Metrolink 's frequency and affordability are what draws people to use it. Hiking prices will only deter new riders, hunt existing riders, and encourage people to pollute in their cars more.
59116337	Yes, increase rates to be able to maintain train service during the work week.
59116292	The price of a roundtrip ticket is already as expensive as driving. And ridership....what is the capacity of a train and what is the utilization .... the train/cars are mostly empty because there is no incentive to take the train. The trains need to be almost as fast as a car commute, significantly cheaper than a car commute and accessible. It seems like it is all going in the opposite direction....then, ridership will go down, revenue will go down, Metrolink will need to increase fares, fewer riders, revenue will go down.....
59116283	Enforce fare
59116266	Consumers are getting hit everywhere these days, and public transportation should really not be one of them. We already struggle at the grocery store, gas pump, rent,

Response ID	Response
59116236	If a fare hike is what is needed to keep Metrolink running, I would support it.
59116234	Very happy to pay more - much more - for this great service.
59116230	These are very reasonable increases, and should be done.
59116229	As a college student, not being able to take Metrolink for free anymore has had a significant effect on my finances. If the fares increase even more, I won't be able to afford it at all, and will have to drop out of school.
59116222	I would rather pay a little more for consistent and varied service, than pay the same as now for unreliable and further reduced service
59116221	I am ok with that increase
59116216	Simple economics here: you raise the price, less people ride. A downward ridership spiral. At a time when gas prices are surging, you have an opportunity to show how affordable train travel is. Instead, you plan to increase the price. Maybe the new signage at Union Station and giving out candy for Valentine's Day wasn't good financial planning. Low fares and reliable trains should be the core mission of all of the spending you do. If you can do that, and have money to burn, then do these non-essential items. Otherwise it looks like you are spending money on dessert with no money for dinner .
59116213	My employer subsidies s
59116210	If these are the only proposed fair increases, it wouldn't affect my weekly commute to work. However, it sets a precedent in how other fare increases can happen to the other ticket types in the future. This will be something that will make me reconsider

Response ID	Response
59116207	I am currently a student in university and I rely heavily on metrolink because of its discounted prices. Having the prices go up would affect me from visiting my loved ones more frequently.
59116206	Please restart 623 services.
59116203	Please keep metrolink affordable.
59116201	You raised your prices and one time, and about 4 years ago during a anniversary or something like that you rolled prices back. If you never did this then maybe your financial issues would not be as bad. So you bragging about not raising prices in 13 years is a lie, which is typical for politics. Tell the truth, even with the trains most of what you are saying is not believable.
59116199	Please collect more money from local government. Alternatively, instead of 'raise the regular price of the SoCal Day Pass by up to $2 on weekend, and by up to $5 on week days', maybe raise $3 on both weekend and weekdays?
59116196	No need to raise fares. Make everyone pay. Half of riders aren't paying
59116193	no impact unless there are changes to the monthly pass.
59116192	Increasing the fees as someone who qualifies for low income discount would be detrimental to me. I simply can’t afford everyday living and not having a car available every day.
59116189	I ride metrolink 4x a week if not more, and it is significantly cheaper to drive. Raising costs further will simply drive people away or encourage more fare evasion.
59116187	I use the SoCal Day Pass and my cheapest commute option, it's the most helpful and

Response ID	Response
59116185	I think raising the price is fine, but maybe let the SoCal Day pass users also use OCTA buses/LA metro for free similar to what you do with the monthly passes (or at least one free trip in these included with the pass). I think that way users won't feel like they are paying more for no additional benefits.
59116183	Yes I will continue to ride but it will be hard financially.
59116182	Cost and efficiency are the main concerns and objectives for the average commuter. Cars are not cost efficient and they only harm an already deteriorating environment. This is clear to see and it does not take any further trials or research to prove this reality.
59116179	The competitive price of metrolink tickets is a great bonus and incentive to ride! If the prices increase there will be less incentive to ride metrolink
59116175	If metrolink required passengers to purchase tickets before getting on the platform it would require all passengers to purchase tickets. The way it is now, not all passengers buy tickets.
59116173	Using public transportation is supposed to help us save money while commuting. There is no increased benefit with any price increase.
59116171	since I Rely on the metrolink to attend medical appointments and to see my family, I will have to just eat the cost of a higher ticket price. the metrolink allows me to remain independent and not rely on a personal driver to receive quality medical care in LA which is not available to the same standard in the rural area I live (90 minutes past Lancaster).
59116166	Prices are already expensive as they are, a rise in fares would severely impact my

Response ID	Response
59116160	No issue with raised prices. My current monthly pass is $93.75 which is very reasonable given the cost of gas, car maintenance, etc. A 15% rate increase would not impact my willingness to use Metrolink,
59116156	I'm fine with a fare increase. It's still a bargain compared to Amtrak.
59116155	I only ever buy the monthly pass. On occasion I will ride with friends and family on the weekend. If it's an issue for them I would cover the cost to support public transit
59116154	Increasing fares while decreasing service and reliability is not a remotely good idea
59116151	If increasing the one way ticket, up it more to a 1 day round trip and I am more likely to use that ticket type.
59116150	I noticed the full regular fare for travel was $5. Which is surely not a lot for most people. But that day it was a lot for me. If I had not had a online ticket offered to me thru a community program I would have altered my travel and taken the bus. If you must increase fares people will still pay and ride but I do appreciate the earth day, ride share etc, free ride days, and little kids free on weekends helps families too!
59116149	How could I afford ticket prices if my train is canceled and no longer could commute to work.
59116148	I don't understand why the fate should be raised when the trains aren't dependable at all. If we were receiving quality service, that's not saying anything about staff because the staff is great, then an increase in fare would be justifiable.
59116146	An additional $5 per weekday on the day pass would result in an extra $100 per month potentially. Would the monthly passes stay the same price? If not, the. It

Response ID	Response
59116136	I either purchase the 5 day or the monthly.
59116133	Metrolink should offer more discounts for those who are eligible for the current discounts with this fare increase.
59116132	A fare increase would be far less harmful than reduce the service to peoples writing experience and the potential for attracting new riders. We need to do everything possible in order to keep ridership on an upswing reducing service will do the opposite of that.
59116130	Consider fare scholarships or a sliding scale based on one's income. If they are willing to apply for a reduced fares card and they allow you to review their finances, those that need a reduction should have a way to afford it.
59116129	I hope they don't raise the fair option, but I think they should stop letting some people ride for free cause I've seen the person that works on the train collecting the tickets not come by at all on several trips. I think there's people not paying for the train ride. I know they do it by app, but I think these people are not paying.
59116127	depending on the cost. If there are increases, I would have to change the way I ride the train. Why increases on the one way and you put time limits on it? and what is the day pass? If you make a decent price for a day pass, and that gets you around where you need to go, why is there a one-way pass? You have to go and come back. I would buy a day pass for the whole day, which would be more benefitable for me, verses a one-way pass. 2 one-way passes are $14, what is the price of the day pass? I think I saw $15. So, if a day pass is $15 and I'm gone all day, then yes, I would look at a day pass verses a one-way pass. And note people will buy whatever ticket, because

Response ID	Response
59116116	Fate changes are ok.
59116114	I think the weekend fare increase it too much, the weekday is something that can most likely be budgeted but I think most people would prefer to continue service with a reasonable increase.
59116113	As a college student it's not ideal to have to pay more but raising the fare prices is a necessary step to increase Metrolink's funds. I just wonder how this will affect other commuters who may not be able to afford or struggle with the new fare prices.
59116111	I don’t like price increases but you didn’t raise rates for 13 years so now 15% seems ok, especially if you find funding elsewhere and don’t make a habit of increases over the next 5 years
59116107	Please lower the age for the senior ticket from 65 to 55
59116105	Honestly that will not be a good idea. You’ll see less people and less monthly passes. Especially on the lines that’s always full like San Bernardino. So just expect people not to pay at all or to pay full price.
59116101	Please see previous comment. I currently pay $240 a month because I ride four times a week to go to work, using the so cal day passes. (Cheaper than the monthly pass) It is already a financial strain. If the price increases $5 that strain would increase to $320 a month.
59116097	While I have no other option, I believe I will still have to continue riding but at extremely increased financial strain-of which I’m experiencing already. I also buy tickets for friends and I’ve shown everyone the trains and the thing that always puts people off is the price. If it can’t remain accessible for everyone, then the trains are

Response ID	Response
59116088	I want to keep my expenses to a minimum as the cost of life increases thanks to the insane decisions the goverment makes, such as the war with Iran.
59116081	You charge fares and then can't even maintain your operation.
59116079	Price increases don't impact me as much, but there's only so much that people are willing to tolerate; Especially, if we still own a car. Now we are paying for everything thst comes with owning a car and then we're also paying more for train tickets. Eventually it won't make sense to continue riding train. Unless, you make us want to get rid of our car. Then we'd have more money in our pockets and a price increase wouldn't impact us as much. Improve your transit system. Give me a strong reason to get rid of my car.
59116068	I would prefer that operations continue as usual, rather than focusing on the fares.
59116067	My work provides a transit subsidy that so far covers the cost of tickets.
59116066	My agency at the moment fully covers transit costs. Should this ever change, then the financial strain would be too much and I will immediately look for employment elsewhere, no longer needing the Metrolink
59116061	I buy a monthly pass.
59116059	Again, you're loosing money by cutting services and raising prices. It need to be competitive with the cost to drive. Right now. It's very close sometimes more expensive to take the train then it is to drive.
59116056	People who work or go to events will pay for this, the ones who don’t are homeless or freeloaders.

Response ID	Response
59116052	Does not put a financial strain. My employer pays for the monthly fare.
59116050	I get monthly pass, therefore no impact for me.
59116047	I think raising prices would be in the best interest of the company
59116046	I emphasize with your situation, but financial hardship affects all of us.
59116045	I am a student who is working, and this would affect me badly
59116044	It's a moderate increase, definitely doable.
59116039	STUDENTS SHOULD RIDE FREE
59116036	I hope still can keep student discount, that’s really helpful for financial
59116033	I agree; raise them. It's been way too long since an increase.
59116029	Weekdays rides should get a discount. As of sometimes rides should pay regular price.

Response ID	Response
59116023	If the fare increases many riders such as myself will have no choice but to look for cheaper alternatives. Ultimately, if I have to pay more I will revert to driving more and prioritizing fueling the vehicle. Regardless, we are facing a crisis of inflation and it would be an incorrect mistake to put the cost on customers. We saw this play out in real time with unconstitutional tariffs imposed on Americans.
59116021	As a student, it would be a major financial strain. Whether or not I would stop taking the train would depend on if the train becomes more expensive than driving. If it does, I will stop taking the train. It is already almost the same price to take the train as it is to drive. I may stop taking the train with price increases.
59116020	Just because it doesn't hurt me, doesn't mean it won't hurt others
59116015	I own an EV and the cost to drive is currently more expensive than taking the train, although this change would bring the cost difference to nearly zero, making it harder to justify taking the train.
59116014	I ride the train not out of necessity. However, Metrolink is the most convenient method of commute and helps me avoid driving.
59116013	If you are increasing fees, I am expecting better service in terms of trains arriving on time.
59116010	While money is tight, it's a small enough increase that I can pay it! Whatever keeps the trains going!
59116008	Why increase when you eliminating peak trains to assist public arrive to their jobs to make a living. Why not remove a 9-11am train vs. 6-7am?

Response ID	Response
59116003	As a full-time college student, I already have to pay tuition, school supplies, textbook costs, and Metrolink fees to get to and from school. Raising these prices would be a burden on me and would mean spending more money on transportation costs than spending that money on education. Transportation through Metrolink should not be a financial burden for people. It should be a reliable source that we are grateful for and happily ride because it's cheaper and safer.
59116000	This won't affect me since I do not use one-way passes very often and don't ride on weekends.
59115996	If you hare having less ridership but, increasing prices how do you justify the increase? This will not improve your ridership, you are going to lose riders
59115992	I'm a monthly pass holder so I would not be impacted by these changes.
59115981	TODAY EVERYTHING COST MORE. I RECOMMEND RAISING PRICES.
59115961	Wishing Metrolink would bring g back 10 day flex pass.
59115704	The cost of living goes up and so does everything else.
59115167	This will drive some people to change to driving if the pros are no longer there to take the train.
59115092	I think these 2 options are unnecessary and should be removed. If Metrolink is facing financial issues, then remove these 2 ticket options and cut down on discounts across the board.
59115079	your service has always been a bit shit but this is just making me wish i had the balls to drive

Response ID	Response
59115021	Longer commute due to reduced trains and higher price. I will be better off driving
59115013	We are already on a fixed income due to pay wages and cost of living going up
59115011	Agree with the proposal.
59115009	If you guys increase the fares, use the revenue to improve service levels and keep up the maintenance with your trains.
59115005	I can accept the fare increase.
59114979	My work pays for a monthly pass so it doesn't really impact me in this sense but as I mentioned previously the occasional time I've purchased a ticket for myself two round trips were cheaper than a one way so this proposed increase makes sense.
59114953	Raising the prices for the SoCal day pass would impact Metrolink riders traveling for leisure. The Student Adventure Pass ending and adopting a fare had made an impact on those riding the train, especially with students. I see less students riding the train this year compared with last year and increasing the price for a SoCal day pass would be a mistake.
59114935	the increases should be more moderate; $5 for increase for a weekday is too much
59114899	I make over $150k a year, so an increase would not affect me. But I do worry about a lot of more working-class people who it would affect.
59114888	While fare increases will have no impact on me, I want to stress, once again, the idea of paying more for less is not something anyone looks forward to. Many riders rely on Metrolink to keep their lives going, whether for work, leisure, etc. The only way riders would accept increased fares is if Metrolink can promise impactful changes

Response ID	Response
59114870	Once again, you can raise prices but that won't help in closing gap with financial budget. As a company, you need accurate ridership as to who is using METROLINK and your conductors are not being consistent everyday is scanning everyone that gets on board due to lack of support. This is what needs to be addressed . Amtrak scans "everyone"….their conductors do not allow not even 1 non paying customer …in contrast, METROLINK are letting many riders slip through the cracks without paying or using tickets
59114841	I can embrace increased costs IF there is no significant reduction in service. Please do not do both of these changes. I support a sales tax for Metrolink service.
59114759	SoCal Day Pass must not exceed $20 on weekdays ($15 on weekends)
59114755	Gas is expensive. Taking the train has helped save money and time. Raising prices will only make other individuals less likely to ride it.
59114712	Increasing prices will cause metrolink to lose riders
59114704	do not do this. make the city fund you more
59114692	I use a monthly pass
59114680	I fully support a fare increase, especially if it allows for trains to be available when I need them.
59114679	Prices are going up everywhere. We can't keep up with our costs and if Metrolink costs more, it might be affecting the way I commute as well.
59114678	Make more trains available at more times!!

Response ID	Response
59114664	Unfortunately I am on a financial difficulty,so even increase a penny to the current cost,I won't be able to afford
59114659	I can adjust to fare increases if it would help prevent reductions in service
59114650	I strongly support increasing fares to maintain service, and even would support raising fares higher than the amounts listed. The region cannot afford to cut transit service further when Metrolink already provides very little service compared to other regions.
59114644	I am happy to pay more and would support a fare subsidy program as well so that I pay more than riders with lower income, although I also understand that income verification requirements are barriers to those who need the discounts.
59114638	As mentioned in my previous comments, I support the fare increases if it means maintaining the current schedule and preventing additional service cuts.
59114634	Any price increase would severely impact my ability to ride the train and afford to go to work and school
59114632	Absolutely insane to increase prices so much. Why not create up charges or provide customers with more value with increased prices, perhaps? If I've been getting one thing for one price forever, then you want more for the same thing, I will find other ways to get where I need to go and my impression of your service moving forward will be negative.
59114629	If the price increases are just on the day pass and one way tickets I am okay with those price increases. Prices for other ticket types, flex pass and monthly pass, should not be increased because those are the customers that use Metrolink more

Response ID	Response
59114611	This is tone deaf. Everything is more expensive, so you're going to make the train unaffordable, too? I don't care if you haven't raised fare prices in 13 years. Prices should be lower, service should be expanded and the county/state should be providing more funding. I'm willing to pay taxes for this. I do not want to pay upfront and out of pocket for this. Everyone in the country is struggling. PLEASE AT LEAST LISTEN TO CALIFORNIANS.
59114598	lack of rush hour service on my route will take my usage to 0, fare increase will not likely change usage
59114585	I feel like these prices still remain fair, especially if your discounted structure will still be available.
59114580	Taking metrolink is already more expensive and more time consuming than driving. This will drive people away from the service.
59114554	Day Passes are already good deals. I would rather pay more than have the schedules further reduced.
59114521	Please do not push this on students or low-income individuals.
59114510	Don't move or cancel 403 or 412 trains please!!
59114498	My suggestion is start raising prices asap as the FIFA World Cup 2026 arrives next month.
59114485	Even at $20 the day pass is a bargain
59114480	I believe myself and many others wouldn’t mind a slight price increase as long as the funds go back into the system. The recent increase in security on and around the

Response ID	Response
59114472	15% is fine. PLEASE just do not cut service!
59114469	My employer supplements my pass due to commuting, so I would prefer not too have an increase
59114453	It will have no impact depending on how great a change there is in fare. What is a greater consideration is change in schedule, frequency of trains
59114452	I think this is a good idea as 13 years is a long time.
59114447	Raising the day rate 33% is diabolical, Alston got the 500 million dollar contract less than a year ago and is already running out of money. Unless an government agency steps in to take control Metrolink will be out of business in 2 years.
59114443	Fare change wont affect me riding the Metrolink. Its the reduced service that preventa me from taking it. I would be in favor of increasing fares to prevent more suspension of trains and adding the evening trains back.
59114440	I use a monthly pass, which is not one of the affected ticket types. However, I would be willing to pay up to 10% more for my monthly pass if it meant helping to sustain this transit option.
59114437	I mostly buy monthly tickets
59114430	The increase of fare will impact many students already having financial problems due to university, and will eventually decrease ridership on the popular train lines. Students should continue with their current fare prices as it's most affordable rather than paying twice for the way to or from a location.
59114415	It seems like a one way ticket will end up being slightly cheaper and purchasing the

Response ID	Response
59114413	see previous
59114412	Raise fares if you need to--and check tickets to make sure people are buying them!
59114407	I only ride the train weekdays and in the morning for work.
59114406	If you don't cut weekend or late night service
59114400	None
59114398	Service should not be cut at all. Metrolink should always resort to increasing fares instead of cutting service. Service is already sparse; cutting it would be a blow.
59114393	As long as the train fare is not extremely expensive, I will keep using it. I understand that everything is increasing, but many times the train is late. So maybe you can give discounts when the train is late.
59114390	As long as you don’t mess with the morning trains, then I can continue to pay whatever the fare is
59114387	Inflation is every where but my paycheck so that will be hard for me and I'm sure others
59114383	I don’t mind paying more of the reliability improves.

Response ID	Response
59114380	I am a Metro employee and presently get funded.But if additional out if pocket costs are required will be acceptable depending upon the increase rate
59114346	Again, its expensive for familes like me
59114343	Already struggling with a student fare, this would only make it worse for me.
59114341	Like I mentioned, I would rather pay for the increase than lose train service
59114337	after i use up my free points i am not riding anymore since service is less frequent than it was already. just make sure no one is hiding in the bathroom to avoid the fare
59114328	None
59114325	I would rather have fare increases than reduction of service. Proposed increases are still much cheaper than driving
59114323	Your reducing lines since October 2024 forced me to drive since then used to be monthly pass traveler
59114321	Please understand that your ridership has increased due to gas prices. Please don’t get greedy by hiking up your train prices.
59114320	I'm fine with the price increase.

Response ID	Response
59114317	I’m hoping that the monthly pass rates wont be affected.
59114316	Even with a discount its still pricey. Making it more expensive would have to not get other essentials as I would need to budget for more transportation cost
59114315	Charging weekend riders a lot more makes a lot of sense as this is when OC trains at least are packed: IE probably less so but without context it's hard to say
59114310	I would not feel a financial strain and the train is my better option rather than wasting space waiting on a highway to arrive at the same location. My commute is short. On a day without traffic is should take 15min to get into the office. The time doubles on a 8am commute at least. The train take the same amount of time but now I am less likely to be in an accident and not have to stress out exiting to a highway. I save money on gas when I head back home since it usually can take 1hr for a 15min commute. The price increase has no impact and metrolink has provided wonderful service since I started my commutes.
59114302	Financially hardships for me if fare increases
59114295	I’m not concerned on the fare increase but more the schedule.
59114294	Don’t mind paying more if you bring back frequent and reliable service. But raising prices and cutting service? You don’t care about your customers.
59114289	Yea
59114285	You lowered prices a couple years ago you should of left them as is and then you wouldn’t have this financial strain now
59114278	Senior citizen on a fixed income

Response ID	Response
59114274	I think a price increase is fair and would prefer to pay more than to lose the option to travel on train
59114272	Please consider a 7% increase instead so low income or student populations can still afford to get an education/job income
59114269	Governmental entities should incentivize individuals to take public transit. It should be cheaper to take the train than to drive.
59114262	Tickets are expensive as they are.
59114252	This is dependent on what services are available. If there are cuts to current services, it would be harder for me to justify spending more money. But if the current services are kept or expanded, I am ok with this increase.
59114249	I understand a fare proposal it is what it is
59114246	Though my work subsidizes my public transit use, it does not cover it all. This would add financial stress
59114243	If it means to keep trains going
59114237	As a regular worker commuter, I would no longer be able to afford to ride consistently if fares increase. I rely on Metrolink to get to work every day, and even small price increases add up quickly over time. For example, the SoCal Day Pass for students is currently $7.50. If I buy that every single day (7 days a week), that's $52.50 per week, or about $210 per month. If the price increases by even a few dollars, that monthly cost rises significantly and becomes difficult to manage.On top of transportation, I am already responsible for other essential expenses such as

Response ID	Response
59114227	Metrolink one-way ticket prices are already too high.
59114225	Raise the fares but give us more service.
59114220	You should first propose a system to properly clean and take care of the interior train BEFORE trying to increase prices. Your trains are absolutely disgusting and smell rancid everyday I step in one
59114217	Paying $9.50 for a daily pass is reasonable
59114216	One stop will not be too difficult.
59114212	While it won't impact me, unless there is an increase in service, it will probably eliminate potential new riders entirely.
59114211	I would rather pay more to ride the metro link (assuming we resume the previous schedules and not reduce the number of trains). Because if you reduce the schedule further AND increase the price. That will cause financial strain because it will force people to need uber. As it is at night there are no trains running back up to AV like there used to be. But I would be willing to pay 15-25% more in fare if it meant you reinstate the late night service again
59114209	The cost is understandable only if the trains are more reliable and we increase the commuter schedule. The current state it is at is unacceptable if prices were to increase
59114203	I do not use one-way fares or SoCal Day Pass. One-way and roundtrip fares are already high compared to my local alternative transit options to/from the same stations.

Response ID	Response
59114198	A $20 ticket is very expensive and almost the cost of parking in downtown. It's also not worth it to purchase 2 one-way tickets each day so the only option is a day pass
59114197	The fare increase will produce less ridership; which will exacerbate the problems.
59114196	If the fare increase means no reduction in service then I strongly support it
59114195	Weekday commuters need the train to get to work, increasing the day pass for 5$ during the week seems unfair, when it really should be $2 during the week and $5 for the weekend.
59114194	The price is already high. Inflation is thru the roof, and everything is not affordable at all. The counties shouldn't get away with not providing funds to Metrolink. Public commute is an essential part of basic necessities of life. Taxpayers depend on public transportation to commute to work.
59114190	Raise the prices!!! I hate driving!! Love you MetroLink!!! <3 :)
59114188	None, I use monthly option
59114186	The should be stricter policy of scanning tickets. I have seen many time where a ticket isn't purchased until the conductor is walking by scanning them. Kind of an "I'll buy one only if i have too" mentality.
59114185	Understandable
59114184	The current price seems fair but with the reduced lines/trains it does not make it seem worth it

Response ID	Response
59114183	I could live with those increases if it helps your bottom line.
59114181	I'm all for Metrolink to increase prices. I understand that operating costs rise, and as a result, ticket prices rise. Inflation is a natural part of the economy, and with Metrolink being such an essential service to the suburbs, I'd gladly pay a 15% increase. Since the alternative is more stress due to driving, increased maintenance cost, gasoline cost, and potential car accidents. A 15% increase is justified and I support it. My employer currently pays for my ticket, but I'd gladly pay the difference if it came down to it.
59114176	I use a monthly pass, but it will cause a financial hardship for people who depend on those passes for transportation.
59114174	I do not have an opinion on this because my company pays for my monthly train pass, but I can see it affecting other passengers.
59114172	I would rather have fare increases than any further elimination of trains.
59114171	If you increase the fare, you better add more trains on the schedule.
59114167	Metrolink needs to influence more riders to buy the monthly pass. There needs to be more financial incentives to buy the monthly pass.
59114166	As a monthly pass user, the stated changes does not seem to impact me. But maybe I am misreading the changes?
59114165	Maybe raise the price of the monthly pass holders? I think raising the price of one way tickets and and the Day Pass deters new riders from trying the system. At least the monthly pass holders are more committed drivers that can probably subsidize

Response ID	Response
59114161	My employer pays for half of my ticket so it will not impact me
59114159	The tickets are already at the top of my budget. This will take away from the rest of my life
59114155	Which again is not okay. If you are trying to save money cut the weekend trains or the later night trains. Don't reduce high peak times for working commuters, it's ridiculous.
59114153	I would still use as it saves time and less cost than gas.
59114152	I purchase the monthly pass as I commute down to Irvine daily. The proposed fare changes didn't include the monthly pass. Even with an increase, I will still have to ride the train although it will cause strain with our tight budget as daycare / preschool costs have also risen.
59114150	Please advocate for funding to keep current fares
59114149	I purchase a monthly ticket
59114147	I support this increase if it means keeping or adding more options. However, you cant propose increasing rates while also cutting consumer options.
59114146	Increasing the SoCal day pass by up to $5 will significantly impact the overall cost of my commute and I'll likely explore other options. Consider increasing it on the weekend by more and having fewer trains operate on weekends and off peak commuting hours.
59114145	I will pay the fare increase as its cheaper than driving by car

Response ID	Response
59114138	Your fares are already kind of on-par with the cost of driving, at least excluding the long-term costs like insurance, monthly payments, etc. As much as I would hate a fare increase, it's better than a service reduction for the reasons I stated in previous questions. There is such a thing as reversed induced demand, and reducing service would mean a LOT larger decrease in ridership than you might proportionally expect. Now, I really hope you know that, which makes it really weird that you would even consider reducing service. My point is that with less service, I don't ride at all. With higher fares, maybe I don't ride as much as I used to, but all my train options are there and nothing is stopping me from taking the train, I just have to spend money. Though if you raise fares I expect service frequency to remain at pre-March 23 levels, or to increase in line with your plans for half-hourly service system-wide. Service reductions in LOS ANGELES is just embarrassing; and during the Olympics, too? Oof.
59114136	I understand cost, and reduction, however, one main reason I don't use metrolink sometimes is because of reduced line. For example East Ontario line only runs partial time which doesn't help with doctor appointment. I use only take one way there, than use bus, to back to San Bernardino Downtown in order to get train back to Rancho Cucamonga. Now if back really hurts I have to uber home. San bernardino line needs to run to Riverside Downtown more than I would be more likely to use it. Not just early morning or late afternoon. Secondly if Riverside line from East Ontario, would run every hour, I definitely ride more. This line need to expand more, because closest to disneyland other them parks, by increased this on weekends it family much easier way to travel to them park. I believe this untapped market and great resource and partnership that relay some of the cost of operating. I hope this helps and I look forward to hearing your response.

Response ID	Response
59114121	I usually buy passes, so one-way tickets don't really matter to me, but SoCal passes would be a slight inconvenience
59114117	It will be a financial strain on my family but I would rather cut expenses for other things to make sure that I can still take the train but I'm hoping with these fare changes they will add more scheduled trains to the morning and afternoon commutes. Because of the changes the trains are packed with not much seating
59114116	I do not mind paying my fair share and would get by with this increase. HOWEVER. Cutting the service and my train schedule ending/stopping two stations short of my (work) destination is not feasible, adds a $60.00 plus a day ride share expense to my work commute will cause the LOSS OF MY JOB, which will cause GREAT strain, burden, difficulties, etc to my family.
59114114	My employer so far has provided for my monthly pass, should they consider a fair increase be too much to continue, i will definitely feel a financial strain.
59114112	Why would I pay more for less service?! Make this make sense because it sure doesn't.
59114110	If only there was a way to make sure everyone paid for a ticket prior to boarding.
59114107	Public transit should be affordable to low income people. By raising the fare, transit equity would not be achievable since it would serve the wealthier class.
59114106	Not fair specially if there's always cancellation and many delays.
59114105	I work in LA and live in Westminster. I already have to add 15-20 minutes to my commute getting from my home to the restricted locations of Metrolink stops.

Response ID	Response
59114101	Low Fares are very important to most
59114094	If the fare price is the same as driving, I might as well drive.
59114093	Too much money
59114090	If it means I can have my regular train back ie, 100, 102, 139, etc, I will support any increase since it will be more cost effective to take Metrolink as opposed to driving.
59114087	I have a monthly pass, so this fare increase won't affect me as of now.
59114085	Its convenient but we can't do anything about raising their prices.
59114083	I don’t like it nether does my friends
59114082	This is fair in my opinion.
59114081	Your reliability has decreased significantly, but you wanna raise the fares?
59114080	We are being priced out of living

Response ID	Response
59114077	I will also look into other transportation options.
59114075	Norwalk Santa Fe springs should be included in LA Zone day pass. This will help many riders.
59114073	This doesn’t affect me much as I purchase the five day flex pass as I use Metrolink regularly for work
59114072	I'll pay the $2 extra but do not discontinue the San Bernardino Depot stop
59114071	18.50 each time i ride is too much i ride twice a week and with the reward points getting lower in buying power i dont know if ill cont. to use and ride the metrolink
59114070	I prefer to pay a bit more for the ticket than stop taking the train altogether.
59114067	The increase in fare will definitely affect me, as someone who is a college student with a part time job. Maybe the student discount could be increased to offset the increase in fare?
59114065	The service provided is going down and prices are increasing. Not sure any consideration is being given to commuters
59114063	Raising fares in this economy is one thing, but how do you justify doing so when your service is extremely unreliable?
59114062	Paid for by employer

Response ID	Response
59114060	I hardly see staff checking for fare/passes. I suspect some passengers realize this and therefore do not purchase a ticket until they see the staff making their rounds.
59114055	Prices have to be flexible, that's how life works.
59114052	Please don’t affect your regular and loyal commuter's. Our lifestyle depends on your service.
59114051	I don’t meet the minimum for low income fare, but I can’t afford a more expensive ticket.
59114050	I will still ride, but it’s less of a value proposition compared to driving.
59114045	I won’t be able to afford it for the whole week, $10 a day/$200 a month is a lot
59114042	I only commute during the weekdays
59114041	I think it’s ridiculous to increase prices while also reducing the amount of transit. It’s disrespectful
59114039	My employer covers my train pass, but only to certain limit. Based on current prices, any hike will come out of my pocket.
59114038	I commute all month so I try not to buy any single day tickets

Response ID	Response
59114036	I would prefer a fare increase to service cuts
59114034	Fare changes are a better solution that service reductions.
59114032	The trains are late at least once a week increasing the fare is ridiculous. I arrive at work late often
59114025	Don’t raise the youth/ student fares
59114023	It doesn't seem like a huge amount, and if it fixes things for now, I agree to raising fares
59114022	I can afford the fare increases, but I am concerned that others can't. If demand is elastic enough, raising prices might actually lead to a reduction in revenue. Given that each additional rider has close to zero marginal cost, there might be no benefit to a fare increase.
59114021	Reducing service and raising fares at the same time is one of the worst responses a transit agency can make in the current economic climate.It hits riders from both directions. Many commuters are already dealing with higher costs for housing, food, and fuel. Increasing fares makes transit less affordable right when people depend on it the most. Public transportation is meant to be a reliable and accessible option, not something that becomes harder to use during tough times.Cutting schedules makes things worse. Fewer trains mean longer wait times, overcrowding, and less flexibility for workers who depend on consistent service. For many riders, especially those with fixed or shift-based jobs, this can lead to missed work or added stress just getting to and from their jobs.When you combine higher fares with reduced service, it pushes people away from transit entirely. That leads to lower ridership, which can then be

Response ID	Response
59114010	I would pay even more than proposed if it means I would have the times I need back so I don't have my entire sleep schedule and life screwed up. I'm begging this to be fixed
59114009	I would have to reevaluate my transit options to see what I can get a better value for. I don't believe I get enough time in OC on the weekends already taking the first OC line to Anaheim and the last one back to LA Union
59114008	I think increased fares are a good idea.
59114007	I would prefer no or limited fare increase but if the service to Oceanside was restored it would be worth it to me. If fares increased AND Oceanside service was cut I would have to stop using metrolink.
59114006	I don't like it but I'd rather have higher fares than no weekend service.
59114005	I am happy to pay more personally. However it'd be great if Metrolink had a program like LA Metro's LIFE, which helps those who need it most to afford fares.
59114003	Some of the current fares don't really apply to long distance rides maybe adjust those first.
59114002	A fare increase isn't ideal, but I understand it if it means maintaining peak service.
59114000	This is a test. I do not wish to comment. ^AP
59113988	You clearly don't understand your own riders. Every single dollar you ask for let alone raise should come with a mirror check: are you actually adding service? No. You're cutting it. Weekends and nights are where Metrolink fails completely. Every critique, every complaint, every person who's given up on you it all comes back to one simple

Response ID	Response
59113984	I use the monthly pass so these proposed increases don’t impact me.
59113977	None
59113976	Seriously???
59113970	Rising fares and cutting service will discourage people from using the system. You are rising the fare but you are also cutting trains. The result? Losing even more ridership.

This completes our survey. Thank you for your time.Please use the space below if you have any additional comments you wish to share with Metrolink.

Response ID	Response
59209400	I hope that Metrolink's services will remain in Riverside County. I know that San Bernardino County has a stronger footing in Metrolink, but as a Riverside County resident, I greatly appreciate it. Metrolink is an amazing service.
59209066	Metrolink really needs to advertise more, especially with rising gas prices. If more people saw just how much cheaper it is to take the train, more people would ride.
59208235	How can we get more resources for commuter services like metrolink to improve this infrastructure?
59208181	I actually live out of state but visit California many times each year. I value Metrolink greatly to get me from the eastern portions of the area (Montclair, San Bernardino) into Los Angeles for access to various tourist destinations. A fare increase of 15%-20% would be far preferable to any reduction in the train schedule.
59207454	Please do not reduce evening service or weekend service. This would have an extremely negative impact not only on my own ability to travel to and from work, but it will negatively impact the ability of the public to attend the museum where I work on Pomona campus in Claremont on weekends and evenings.
59205226	The rules for bikes on trains is outrageous. I'm trying to avoid having to have a vehicle with all the expenses that come with that. A bike is an affordable alternative and the metrolink setting restrictions and the conductors having a power trip really sours the experience.
59202127	The number 1 complaint against public transit is not the cost however the lack of availability and options. Please consider adding more train lines even if that means increasing the fares.

Response ID	Response
59201841	I love having train access to LA and I know other people rely on this service as their main form of getting to work. Thank you for prioritizing that for, especially for those in the IE.
59201617	I was able to be on the first ride when the metrolink launched. My father worked on the rail system. I hope it doesn't stop, but it would be nice to have a system where you still don't have to walk over 5 miles to get to your destination.
59201602	Stop fucking with the train system if you want to add more trains that's good but stop doing these type of things that fuck it up. Giving off super capitalism
59199234	I love the metrolink and promote it as much as I can to friends and co-workers. Its a great mode of transportation. I would also like the Angels train to come back along with new years day. Possibly use more marketing to get people to see the benefit. Thank you
59199199	Metro Covina straight shot to downtown Riverside
59199150	Please find a way to keep the current prices without limiting staff.
59199139	The more trains, the more people will use it.
59198999	I love the clean cars and real convenience of the train. If I could plan more family trips using the train I would, but it's complicated to work out where to go at what times.
59198966	A reliable service will get more people using the train.
59198964	Please continue releasing cute merch on your official store, like the Halo Stripes and Doodle shirts.

Response ID	Response
59198940	Always been good service.
59198939	please bring back the 8:45 train so i can get home before midnight. cut the $2.1B LAPD budget if you need to.
59198915	I know that this will never happen. I would ride the train to work or ride the train for leisure if it also came out to the Redlands area from Riverside. But it only goes to LA and OC in the morning no matter what. It would be nice to have family come out this way in the morning and not just me having to ride west. Just a thought.
59198875	Thank you for allowing me share my ideas about the metrolink. I'm eager to know the future of metrolink soon.
59198794	Let’s continue to push public transit. The more available, convenient and marketed it is the more we can reduce our reliance on cars, reduce insurance costs, and expand our public offerings.
59198760	I have a 5 minute drive into the Northridge station, and a 10 minute walk from Union Station into work with 30 minutes to spare. I was working towards getting a bike. I get home later than I would driving, but I've adjusted and made that time that I wait and am on the train personal time, and I get off the train just in time to pick up my son from his after school program. We had structured our life around my train schedule. Since the VC 100 shut down I am unable to make it to work on time by the train. This means I have to leave my house at 4am to make it in time to find parking for my shift that starts at 6am. No other train will get me there on time. I've been doing this since the VC 100 had stopped, and I am frequently checking to see if it will be restored. I am very disappointed that this line has been canceled and that there is

Response ID	Response
59198596	Later times would be great. Some people have late work schedules and commute using Metrolink
59198559	Please bring back the 7:11 train from Lancaster to L.A. Union Station as soon as possible. My education depends on it.
59198515	Please consider the possibility expand more schedule times for both weekdays and weekends prior to Olympics 2028 event especially given some more schedule times at night if possible.
59198468	I think if more people knew that the Metrolink was free for Riverside and San Bernardino County for 90 dayhs, they would definitely use the train. Especially during the summer with kids out of school. I also don't think people know that the Metrolink is free for kids under 17.
59198465	We need investments into more services to increase ridership, not cuts to deter the folks who already ride.
59198460	It would be nice to have a train that goes from Riverside to San Bernardino. Presently, I have no direct way to travel from my place of residence in Riverside to my work at Redlands.
59198456	Metrolink I reallllly like you guys!!! Please don’t mess this up
59198453	Please don’t increase prices, and add more train times. I rather have my tax dollars be put into this than fund other city projects. Metrolink is needed today more than ever.
59198317	I’d like to comment on the removal of train OC 623, an afternoon train service on the

Response ID	Response
59195768	To encourage more ridership, public transport needs to be safe, clean, frequent, convenient and good value (cheaper than the alternatives). From my experience over riding weekly for the last 4 years Metrolink barely meets these requirements; trains are not well cleaned, lack basic amenities such as luggage storage (overhead racks?), wifi and comfortable seats and tables (tables seem to be getting removed). These all appear standard in Europe so it can be done!The service is as slow as, and often slower, when there are technical issues, or vehicles or people are hit, or we have to give way to another Amtrak train, than the alternative of driving. This is combined with no price benefit, being a comparable cost, which will further reduce if the new pricing is implemented. Metrolink is a valuable service but is scraping by and needs investment to be an appealing option for commuters. It is beyond me why every European country can offer fast, cheap, frequent services and California struggles. It's frankly embarrassing.
59194389	I cannot stress it enough, please extend at least 1 southbound train service past 5:40 even if it has to stop at a less convenient place. Being trapped in downtown for bourse because I missed a train is a death sentence and there's no subway option like there is going north (NoHo).
59193416	Consider multi-county sales tax or other forms of strong regular income. Relying on county transit agencies didn't work out. Don't cut service levels.
59193332	Metrolink is very important for communities of the LA metro area to get around to and from work, visit families and friends, among other purposes. After taking it the first time only two years ago, I have reduced the use of car by about a half and have been recommending it to family, neighbors and friends. And I live in Diamond Bar,

Response ID	Response
59149909	One day when things don’t suck, please consider electrification. Caltrain has it and it’s such a game changer.
59149684	Thank you Metrolink for existing. Public transportation is so important and we need more people to take advantage of it. Thank you all for the work you do to support public transportation.
59149483	Hope Metrolink maintains access to the system. If cuts must be made, trips will need to be shifted around so that we can adjust the timing of our trips. But if the changes are too drastic, we can't adjust and still make it to work on time.
59149378	Please reduce impacts due to BNSF trains.
59149278	Overall, Metrolink is a great mass transit service. Please keep it in the black financially by trimming fat where necessary and raising rates for all users equitably.
59146966	Metrolink is WAY BETTER than Amtrak!!! And there is a huge community that feels the same way. I am about to be using the Metrolink more often because of a work change and this change could be detrimental in my ability to use it :(Please do not prevent your community from being able to afford one of the best public transit in SoCal <3
59144947	Times are difficult for everyone, but especially for commuters like me who are on a fixed income. Any increase in fares or reduction in train service would create an even greater financial hardship.
59144869	I have two items that need to be addressed. Number one you guys need to add at least one more conductor to each train. Each train should have two conductors to ensure that every single person riding is a pain customer. You guys have a huge

Response ID	Response
59142641	Do not cut service
59142578	I love taking the Metrolink. I hope it’s able to continue to operate.
59142068	Public transportation is a crucial service to our community. Steps should be taken to make it easier to access rather than proposals to make it less accessible and more expensive, especially during these times. We've got the World Cup and soon, the Olympics and LA is building new local train lines--why would you think this is a good time to take an ax to our services throughout the region? Anyone with direct experience relying on these trains would balk at the consideration of cuts in these community services. Cutting service and raising prices will also wreak additional nightmare traffic on our roads as it will force more people to drive when their schedule obligations or wallets suffer due to higher prices and reduced services.
59142012	If service cuts are inevitable, please keep late night service as much as possible. Cut mid day... better to wait a couple hours than to not have a train late enough to get home.
59141986	Consider expanding operation hours through 1:00 a.m and expanding to hourly pickups/drop-offs
59141722	If possible, add back the late night AV train! I relied on that in case of delayed flights back into LAX. Since its removal, I've needed to drive down to ensure I have transportation back home after delayed arrivals.
59141328	I love Metrolink!
59141199	As you look to make service cuts on the Orange County line, I encourage you to look at ridership data both from Metrolink and from Amtrak to understand where gaps in

Response ID	Response
59138604	Public transit is so important to resilient living especially as gas prices rise and roads become more congested. We simply need to switch over to public transit as a way to get around, as so many first world countries have! We cannot lag behind and Californians deserve better. Investment is needed and wanted! Cutting lines will worsen the situation. Ridership has been good when I take the Metrolink; it is disruptions that decrease confidence in the system. This cannot happen, and lobbying by car and gas companies must be stopped.
59138524	Heaven forbid you be asked to make slightly less in profits just to keep trains running at a reasonable price. Again, there is NO EXCUSE for this.
59138490	DO NOT SUSPEND THE 4:12 TRAIN TO L.A!!!
59138419	Yeah, figure out how to get yourselves out of this mess by not taking old methods that no longer work in the modern era.
59138341	Please keep the oceanside to la union station schedule as it was!
59138311	You're a commuter rail service. Stop impacting your work time commuters to service middle of the day times for tourists. Let Amtrak be the tourist rail. Your role is for the commuters
59138131	Please don’t cut down transportation services. I understand fares may need to go up a little, but reducing service would hurt many families who depend on Metrolink every day. With how expensive the economy already is, it would be a devastating blow for many people.
59137650	Again I advertise maintaining service to all areas adolescent frequency every 2 hours cut to detail service with his vastly less important and as many many alternatives and

Response ID	Response
59136936	Please allow a late night dodger train from LA to 91/PV line
59135962	Let's keep the pressure on Metro and OCTA, I'd rather like to see posts that highlight reasoning to who is causing the cuts.
59135960	There seems to be a lot of waste and mismanagement by Metrolink. You have a bunch of employees standing around the stations doing nothing but talking to each other. You also employ “security guards” who don’t provide security. They ignore safety issues when they occur. They just stand and watch. Instead of employing people to do nothing, hire actual security guards who will increase safety and use the rest of the funds to operate the train on time and keep rates stable.
59135896	Please do not punish ordinary people for trying to make a living and getting across this expensive region. Please find alternative ways through government agencies, foundations, and private donors. Especially during these hard times, it's getting harder to drive a car. Public transportation like Metrolink needs to stand by the people.
59135868	As gas costs fluctuate and reach incredible levels similar to the Covid-19 lock downs but without the work from home benefit, keeping working class blue and white collar workers is only going to be more costly. The metrolink provides a substantial opportunity to reduce financial pressure on families. I think operation times are more important than price, but even then with higher MPG's, with the cost of maintenance you actually lose money at around the 40 mile round trip mark by driving a personal car.
59135775	Metro link has been extremely unreliable and is usually late with NO advance notice

Response ID	Response
59133192	I am disheartened by the service cuts Metrolink is experiencing. It is a severe blow to the great strides the region has made in connectivity and accessibility. These cuts come at a time when I feel that transit was beginning to hit its stride in the eyes of many people the region
59133172	I am an Orange County resident who uses Metrolink multiple times each week. I know the budget situation is dire, but I urge Metrolink to preserve as much service as possible. For many of us, train access isn't a choice, it's a necessity. Many people are unable to drive or do not own a car -- this includes but isn't limited to individuals with disabilities, chronic illnesses, mental health issues, suspended licenses, financial struggles, age-related impairments, and even undocumented folks who may soon have to make the choice between getting a driver's license and having their information shared to a national database. Price increases and service cuts deeply affect our ability to not only attend work and school, but also to socialize and explore and enjoy our communities, an essential part of life that is often left out of conversations. I understand that some changes will be inevitable, but I ask Metrolink to prioritize preserving service, especially during peak weekday commute times and at least a couple morning and evening trains on weekends. I also ask that Metrolink riders be kept informed on how we can use our public comment and voting power to advocate for and support additional funding of transit.
59133115	I have been a train evangelist for years, and took a job in Burbank while living in Orange County only because I would be able to commute via train. However, the continued decline in reliability, available trains at reasonable times despite trains consistently being crowded and the lie about 7 weeks of reduced service have made me feel like a fool. In a world where gas prices are insane and it’s clear that adding

Response ID	Response
59131951	We need more trains…many of us use Metrolink to commute so trains needed for work commute hours!!
59131947	please cater to those who like to attend late night events by adding even just a singular run on each line after 10pm.
59131886	Reducing an already reduced schedule is poor form and not community care. The people riding Metrolink are not the ones who can afford a new car. Protect these folks and feel good about yourself. Make this means of transit more accessible and a smarter decision.
59131857	It's so ridiculous that you are facing financial struggles. The trains have been packed these days...
59131844	I urge that my comments are shared with the Board. Thank you.
59131748	I hope everything goes back to normal, SoCal needs more trains on the 91PVL and Riverside line.
59131701	One more time, consider extending the hours for young adults and for family members to enjoy their Southern California experience.
59131680	Strategic planning and strong leadership is what metrolink needs to be successful.
59131634	I have noticed that you have already reduced certain trains that would run later into the evening so it’s been hard now to at those options are gone as my work sometimes can vary and I can’t make the earlier trains. Jnitially, it said that it would be temporary like & weeks and now I have not heard about those trains coming back. I realize that it is more expensive to operate the trains and COVID affected ridership

Response ID	Response
59131583	I again urge you to reconsider simultaneously cutting service and raising fare. I think raising fare is an unpleasant, but understandable idea. Cutting service at the same time is going to send Metrolink on a death spiral, especially with the aggressive LA Metro build out. I ride both and I prefer to take Metrolink whenever possible. Your trains are cleaner and safer than LA Metro's. If the issue was the lack of parts for your ageing train fleet, please consider purchasing new trains from companies that have a more readily available source of spare parts.
59131361	There must be a procedure in place to ensure that each train rider has a valid ticket for the trip before implementing any fare increase.
59130871	Metrolink is great. With the new D line now is not the time to reduce service!
59130516	Mantengan los horarios y conexiones.
59130483	I am sorry for the current situations Metrolink is in. The gasoline price is skyrocketing and the FIFA World Cup is around the corner. This is supposed to be a good opportunity for Metrolink to attract new riders. However, I am deeply concerned with the reliability of Metrolink services since the beginning of this year. I have seen how desperate riders of 91/Perris Valley Line riders are after their trains being cancelled. The $50 UBER voucher is not nearly close to cover their expense. I strongly suggest Metrolink to focus on restoring the current services' reliability instead of worrying about adding more trains during the FIFA World Cup. We need to focus on the basics now. Adding more trains for the WC would only make the reliability even worse and leave a very impression with those who are not Metrolink regular riders.
59130418	More service brings more riders. Service cuts chase away potential riders.

Response ID	Response
59130307	Most people work a 9 - 5 job, which means they do not leave their offices until 6pm. I think it's unfair to have the last train leave from Union Station at 5:40pm towards Norwalk / Santa Fe Springs. I now have to take the metro, transferring 3 lines, the commute is longer by 30 mins, and the crowd is unpredictable.
59130296	Suggest thinking outside the box to make train transportation a convenient and practical alternative, instead of its current status of people having to work around fixed (and potentially reduced) schedules. Partnering with organizations/venues (Disneyland/Honda Center/Angel Stadium/Crypto Arena being examples) to promote train ridership as an accessible/affordable/safer alternative to driving and sitting in traffic-- even if it's only for weekend games -- but could apply specifically for home games, concerts, etc. My wife and I ride the train regularly to Anaheim for Ducks games, but since you cut service recently of a 10:25pm train south to Tustin we can no longer do so and now pay $30+ for an Uber. Prior to that, there was no northbound option to get home from Honda Center either. To your credit, you offer this for Angels games. Making it easy to get to other major venues that are not walkable from Metrolink stations (ie partner with bus/rideshare services to get to SoFi) would be attractive to large groups of people as well who would rather have a quick/easy alternative and not pay the $80 parking fee.
59130290	I have some ideas for how metrolink can increase revenue and help add profit to help balance the budget. Updating the fare validation system on the metrolink app will help train operators with checking other riders who pay at the kiosk and offenders who attempt to ride for free.
59130189	I hope the train service during commute times (mornings 6-8, afternoons 4-6) is

Response ID	Response
59128745	Why aren't the conductors making announcements when board train. It would help if 10 minutes before train leaves, conductor makes announcements of line.
59128740	Just please consider not taking your service away in peak hours. Coming to work and going home is very crucial . I don't mind paying more for my pass.
59128722	plz take me back
59128721	Please consider adding another track and transition into full electric. Brightline West is on its way and the CAHSR project is still ongoing.Please work together. Your collaborative efforts will make the SB Line into an invaluable and life-changing experience for the community that relies on it and for the people around the world flying in to visit. The 2028 Olympics is around the corner. We should show them what we're capable of. It would be a huge point of pride for us all.Thank you for your continued efforts. May these words resonate with you.
59128704	Please do not cancel the Metrolink or limit hours during peak times. I use it regularly and it will be stressful for me to get to work if I cannot ride the train as I do not drive far distances due to my health and my inability to drive the freeway. I work in Downtown Los Angeles and take the train from Chatsworth. I appreciate the Metrolink trains so much, so please continue to run as-is. Thank you for your consideration.
59128703	Please do no raise the train fare. I would no longer financially be able to take the train.
59128680	Something needs to be done to address the maintenance issues that are causing near-constant delays and cancellations, especially along the 91/PV and OC lines.

Response ID	Response
59128614	More regular service benefits the system by encouraging ridership. Fewer trains mean fewer people will be able to use them at all, because they will inherently not be able to serve as reliable public transit.
59128572	Right now I am lucky to have a ride-share commute one-way, but my typical commute is both ways on Metrolink for multiple days per week. Higher fares, less trains will make it difficult. Thanks for listening.
59128523	Please bring back the 12:37pm train for oc/inland empire line at the Irvine station.
59128521	With all your delays and cacancelations, it is insulting that you want to increase prices.
59128461	fuck you
59128422	Amtrak is much more crowded these days between my pairs than it was before reduction in schedule. Conductors on Amtrak will declare blackout willy nilly and won't allow Rail-2-Rail even when it isn't an official blackout period. I believe a lot of riders on Metrolink are not purchasing tickets.
59128296	More frequency. Alot of people rely heavily on this service, they cannot afford any of their lines to be cut. Ridership is not the issue, people want to ride the train. My train is always full. We need more frequency to meet everyone needs better. People are more open to metrolink especially now since there is an oil crisis.
59127821	Thanks to Metrolink for freeing me from having to depend on a car to get around everywhere in SoCal. We deserve more transport options, not more cars, lanes, or freeways.

Response ID	Response
59127115	Please, If at all possible, make a last ditch effort to increase ridership, take that gamble, our service depends on it
59127070	Overall, the proposed increased of fare for weekday to weekend is too much. Increase of $5 on weekday should be for weekends. It makes sense for weekdays to increase by $2.
59127047	Metrolink should not cut service, Metrolink promised to use state funding to run more trains not less. And since the launch of the new schedule Metrolink has been running less trains which has been making it more difficult to use. I do not want to drive, I do not want to be forced to drive, I want to have the option and Metrolink gave me that option, but over the last few months the service has become so unreliable that I've just chosen not to ride Metrolink. As gas prices soar and cause more of a strain on my wallet and others wallets people have been considering using Metrolink, but the reduced service is not helping in any way shape or form. This is a shame.
59126968	I hope that Metro links full regular service can return especially in the peak morning time routes to the Antelope Valley. And if service is cut off altogether to Lancaster and Palmdale it will cut a main lifeline for many angelenos who rely on the metrolink to commute two and from work on a daily basis.
59126709	you fucking remove the trains from my commute times. I will fucking sue you big time.
59126584	Also need to kick off and ticket those that don't payToo many ride for free
59126424	As long as the peak time trains in the morning and evening for the Antelope Valley

Response ID	Response
59126331	Really need an San Clemente to Irvine between 6am-7am and return train between 2pm-4pm
59126315	PLEASE KEEP THE SERVICE SCHEDULE AS IS OR INCREASE THE SERVICE TIMES! Metrolink is a literal lifeline for us to get to work!
59126304	Yes, again, Metrolink wasted money by adjusting the schedules to add a Covina line and then a Montclair line that benefited nobody. Especially, since most riders can ride the Silverstreak from Montclair into downtown LA. The Express line was cut, and since 2022 or 2023 when the schedule first changed, I have added an additional 20 minutes to my commute with the new schedules. Sometimes, it doesn't make sense to ride the train when I can get to work within one hour in the peace of my own vehicle. If Metrolink raises fares and changes service lines, the paying "regular commuters" will likely stop riding and resort to "carpooling" and the Metrolink will lose even more funding to sustain itself.
59126296	I've been using the socal day pass to get out of ventura county and visit some sites in the Los Angeles Basin I have not been too, as my is nearing the end of it's life. Metrolink and the SoCal Day pass have been a godsend for me to break the humdrum life Iead. I have taken the Metrolink from Oxnard to visit food trucks in Koreatown, An opera in Little Tokyo, The Marciano Art Museum, and the LA Opera just to name a few opportunities that your weekend service has given me. I will be meeting friends from Pasadena in 2 weeks, at Union Station to go "hit the town" together.I've also turned my housemates onto your service, how regularly go into LA on the weekends, also for show and to dine. It's a life saver. Now everyone arrives relaxed, rested and ready to enjoy the day on the town. There is no driver who is

Response ID	Response
59126158	perhaps privatize
59126156	I'm not a big fan of the app. I don't like the fact that i have to use the app and can't put the ticket on Apple Wallet. When travelling with somebody else it's annoying that everyone has to have their own app and i can't easily transfer the tickets when purchasing them for my elderly parents
59126155	Yes, I would like to see at least a 7:30 train added to the return schedules to the Antelope Valley. It's very common for people to take the 5:30, 6:30, or 7:30 trains. Please remove the 4:30 train and replace it with a 7:30 train.
59126147	Is it possible to reduce the number of cars each engine carries since they are usually not full
59126125	Please bring back 4:12pm Metrolink train Irvine to Orange station.
59126123	the current weekday schedule heading north from oceanside is terrible. no trains from 6am to 2pm. we really need a train around 8-9am.
59126122	Next time you guys try to expand on service, listen to your crews as they know best what happens on the railroad and how increased service and decreased service can affect other trains and if the capacity of extra sets allows for that.
59126120	Don't increase fares, don't reduce trains, just find better equipment
59126117	I use it less because like OCTA, it had become daytime housing for the unhoused. As well as the transportation hubs. It's too bad because it's a pleasant, convenient low cost way to travel. It enabled me to visit my cousins in Sunland/Tugunga. It would be more convenient if there was a cheaper way for me to get to the station besides

Response ID	Response
59126080	Please do all you can to save this precious and essential service for the commuters that come in from the suburbs to LA for work. My son takes the train from Fullerton to Union Station then catches the Ventura line to get to Burbank for work. His company encourages using Metrolink! He purchases a monthly pass.
59126071	Please Please do not increase fares and please find another way to fund Metrolink and provide better service to your customers!!!!! Without YOUR CUSTOMERS there is NO METROLINK!!!!!
59126069	I am a big supporter of Metrolink and have a lot of hope in the system. I hope that this organization can get through this financial strain and get back to higher frequency and more conveniently time to trains in the future.
59126061	Please don't reduce service during peak commute hours or reduce the number of trains. We want to keep using the train, it has changed my life, and we need it for survival.
59126045	I don't want to see Metrolink go into a cut spiral but I know the challenges it faces. As long as service remains truly useful I think people will have no problem continuing to ride/pay. It's essential for traveling across these vast urban distances and it needs to retain good frequency in order to attract riders, especially non-regular ones. People need alternatives to I-10, among others. It's a valuable service.
59126010	Instead of increasing service and making it easier for everyday commuters to make it to work on time, you are considering reducing trains! This would be a terrible idea. Trains are OVERCROWDED! As it is, I have to take a train in the AM that is an hour earlier just so I am not late to work! You need to stagger the trains at the Norwalk Station (OC and RV lines) so that there is more flexibility

Response ID	Response
59124202	I hope Metrolink is able to continue providing service during the weekends and evenings. I can stomach being an hour or two early, as long as I have the capability to complete a one day roundtrip. In particular, the late night evening train is crucial for my continued usage of the Metrolink. Thank you,
59124126	Please highly consider not implementing the cuts. Metrolink is very important to me in getting between orange county and LA. If it would save gas in these times, I would be riding metrolink significantly more often.
59124100	Metrolink does a very important service connecting LA and the neighboring cities. I'm a proud Metrolink rider and have encouraged peers and family members to ride it too — there's many benefits like saving time and being able to work/read on the ride. Please take care of the system and expand access to more people. LA can have great train infrastructure!!
59123883	Summer late night train rides 2026 would have so much awesome potential!!! Can you imagine all the local communities who are trying to get from their city to the next, who could be riding the train! Day trips to the beach dont have to end so soon! The nightlife is rich and vibrant with people who need metrolink. Please metrolink, dont cut your services, grow stronger!! Let us (the people) know how we can advocate for you to receive more funding, direct grants to help relieve such high operating costs.
59123872	I have been riding Metrolink for seven years now, both as a commuter and as a weekend warrior, and it has been so immensely convenient for me to avoid the stresses of traffic and parking, as well as helping me reduce the burdens of fuel costs, car maintenance, and environmental damage. Reductions to Metrolink service have

Response ID	Response
59123789	Please bring back the weekday IEOC to Oceanside, it is a very necessary train
59123788	In San Francisco for 4 years I never drove a car, used public transit only. In Chicago I used public transit a whole week. When adequate public transit is available people use it. We need better transit. Cities need to pick up the slack as well not all on the metrolink.
59123779	Please do not reduce the service, that would be a huge disadvantage to the commuters and your financial situation.
59123769	Please take our feedback into consideration. The Metrolink has transformed my life in Southern California; I tell all of my friends and family in different states that YES! Southern California has amazing public transportation. I am constantly getting people to ride the train instead of drive (probably 20-30 people over the past 2 years). Getting rid of the public transportation in this way moves us in the opposite direction of what our environment and community needs. We need to prioritize sustainable modes of transportation, and that can't happen if you get rid of so many trains!!!
59123756	We need MORE service, more frequent trains. If I could dependably go to a station and have a train pick me up in 15 minutes, the more likely I would use the train instead of driving into LA. I know there are many others who would use it more just for commuting. When I worked in LA pre-pandemic I tried to use the train, but it's infrequency meant I had to leave too early and arrived home too late to use it every day and that was with me driving to a station closer to LA. If there were just a few more trains in the morning and evening I would have used the train instead of driving. The same is true for trips I make to LA, now. In fact, I would go to LA more for leisure and business if there were better train service

Response ID	Response
59123593	California and the US greatly lacks in commuter accessibility. Persons who are disabled or can not drive need these services. I should be able to explore southern CA just as much as a person with a car.
59123583	The Metrolink is a big part of my life and I would love to keep it. Traffic is a pain, driving is a pain. I get to rescue back some of my leisure time on the train. I get to talk with my neighbors on the train. I get to catch up on my reading on the train. It would severely reduce my quality of life if I had to give it up because of prices or availability. This is anecdotal but I'm sure the majority of the customer base would agree with me. Please make the right decision.
59123533	I have been traveling Metrolink since 2018. I use to travel once a week until COVID seeing my grandson in Highland Park. I was so relaxed traveling and I would use the Gold Line to take my grandson to a park a few miles from their house. I now travel whenever I can using the Metrolink and Amtrak to Los Angeles or the Valley. I feel like it is a well run method of transportation and I want to continue to support it. I would be very sad if your funding has been cut by this administration and that is why you are having financial problems. Thank you for letting me speak my mind.
59123531	Metrolink is a great service for us . retired on fixed income. We can go and visit the grandkids. At a reasonable fare. Thanks
59123530	I live in Riverside County because I could not afford to live in Orange County. Metrolink gives me much needed mobility that safely gets me to/from work. Southern California either needs to build enough housing for people to afford to live near their jobs (not happening), build enough freeways to eliminate traffic (impossible) or adequately fund to transit to get us to where we need to go.

Response ID	Response
59123440	Again, I just want to reiterate how imperative it is to keep eventing trains, and weekend trains on your schedule. I think it is better to slightly increase fare cost, and/or to reduce train service times during non-busy hours, than it is to get rid of train services on certain days altogether.
59123427	Reliability and service frequency are essential for maintaining the current rider base and attracting new riders- please keep this in mind when deciding how to adjust Metrolink service going forward.
59123308	PLEASE do NOT take away Oceanside to Orange County line during morning and evenings on weekdays. Cut it on the weekends if needed, but not during the week. Thank you! I use the 6:18 or 5:18am train from Oceanside and the return that gets back to Oceanside at 3:30pm or 6:50pm.
59122878	I'm no expert but I feel like eliminating weekend service would be a death sentence for Metrolink :(. I feel like there's a good number of people who are aware of Metrolink and use it for their weekend activities. If they cut that service I believe there's a lot of exposure they'll lose out on that spells doom for Metrolink.
59122838	Like Metrolink. Instead of extending it to Santa Barbara now you are cutting service and want to increase rates. Not a good advertisement for using public transportation.
59122834	Please make more trains available from Riverside to OC and vice versa available the older schedules were much more convenient
59122748	Have a fundraiser event and I'll go
59122735	Please increase the frequency of trains, I am willing to pay more but driving is really stressful and I prefer riding Metrolink

Response ID	Response
59122689	If more service reductions are inevitable, I ask that Metrolink please consider cutting midday service and adding at least one more evening train to the OC/Perris Valley lines. Having the last train leave at 5:40PM when most people get off work at 5PM is seriously inconsiderate for a lot of your ridership. Bringing back a 6:30PM train would help workers greatly by giving us more time after work to navigate rush hour traffic towards Union Station. I can't stress enough how essential Metrolink is in providing public transit between LA and OC. If you want to increase ridership, then you need to provide trains for when your riders actually need them. Thank you for allowing us to voice our opinions and provide feedback.
59122658	I would ride Metrolink a lot more if there were actually trains to ride--especially if they had regular frequency.
59122634	End service out of union at 7 pm for last trains. Keep trains before then.
59122616	I strongly urge you not to cancel any additional East Ventura train service. I rely on the 104 East Ventura to Union Station train to get to work each morning, and the 127 train at 4:30 PM to return home. These two trains are essential to my ability to maintain stable employment—they are not just a convenience, but the backbone of my daily commute and livelihood.Eliminating either of these trains would leave me without any reasonable alternatives for getting to and from work on time. This would create significant hardship and could jeopardize my job. I rely on the 104 train to Union Station every single morning and the 127 train at 4:30 PM to get home. These are not optional for me. They are the only way I can get to my job and return home at a reasonable hour. Without them, I don’t know how I would make it work.If service reductions are unavoidable, I respectfully ask that you consider cutting non-peak or

Response ID	Response
59122563	Please continue to update riders with information regarding with changes it helps.
59122445	This schedule change/suspension has effected me physically by the length of time I leave for work and the time I get home. It has extended my day away from home by two hours. The schedule from Oceanside to Irvine between 6am and 4pm is non existent. we need more trains during this time, at least one please.
59122433	As mentioned previously, the metrolink train system is currently enduring a vicious cycle that may lead to its demise if it is not handled properly. The lack of ridership is not the cause, it is the symptom of some much larger dysfunction. People will take the train if it is reliable and frequent. Trains every hour are the bare minimum, and cannot satisfy many customers, whose lives cannot revolve around such set times.My recommendations:- Rethink the size of the trains for the capacity of people. The trains are massive but do not seat many people. - Consider the people who use the system: commuters with their bikes or e-scooters (as public transport is often not trusted at destinations). Currently I believe only a single wagon per train is bike oriented. Increase the number of bike wagons.I would ask that you reach out to the French or Swiss Train entities, as they currently have extremely good systems and would recommend you take feedback from them on how to improve the system.Final and foremost, more trains = more people. But choice of trains, rail lines and diversity of routes is necessary for all of this to work. Thank you for your consideration.
59122403	Metrolink could consider 3-4 trains going in and 3-4 trains going out using the most popular times trains are needed in the mornings and evenings on each line of ask for help getting out of this crises.
59122370	Metrolink has now become a staple in my life, and I joke around with my friends that

Response ID	Response
59121425	Metrolink is essential for commuters who need a way to have safe and fast transportation made available to them. The removal of trains when there have already been train reductions in the past few months makes it incredibly difficult for SoCal residents, especially when they do not drive or work over 50 miles away from their home.
59121410	I would love to see weekend service on the Riverside Line
59121375	Thank you for all your ticket promotions and the free rides you gave us several times a year.
59121295	Please consider keeping the peak trains frequent. During the change to the time-based schedule, many trains were removed from the San Bernardino line's peak hours (trains were sometimes 3 per hour, and went down to 2) and moved to mid-day trains (from once an hour to every 30 minutes). In my opinion, the once per hour schedule during non-peak was fine. Don't let down your commuters who rely on taking the train every day to get to and from the office! So many of us have been loyal riders for years. Please keep peak trains frequent!
59121104	Parking and gas are unreasonably expensive in LA. Raising the price of the monthly pass would still save people money, even those of us with cars.
59121072	Horrible schedules drive more people to drive their cars. Doing the exact opposite of what mass transit is supposed to do.
59121019	pleaseeeeeeeeee bring back the 218 3pm out of Burbank train. and get rid of the mid day train
59121000	Thank you for all your hard work and for creating an asynchronous option for public

Response ID	Response
59120916	Metrolink is important to our region. Greater awareness and helping people understand that it's different than Metro, and doesn't have the same issues is helpful to get people to consider riding.
59120907	Seriously, what are you guys doing about funding? You should be increasing service and construction, electrifying rail, and making it possible to somehow get around. Every board member should step down in shame.
59120897	I would like to encourage more late night trains. I used to take the 10:30 train from LA on the VC line. Rider ship wasn't always the best, but I think it was a great way to get home safe after a night of drinks with friends. I think an even later train would be great. It would probably reduce drinking and driving too. I think many people were unaware of these options, which is why ridership was low
59120841	I don't rely on weekend trains, so I won't speak to those. But weekday service is a different story—these trains are essential for corporate workers and students who depend on them every day, and they should not be reduced.Weekday ridership is consistent and predictable. Weekend service, by comparison, is largely discretionary and fluctuates. If anything, weekday trains are the backbone of a stable, reliable rider base.Why not double down on that? Position this as a true commuter service. With gas prices where they are, this is the moment to aggressively market to weekday riders—build loyalty, grow a dependable customer base, and create a steady revenue stream.Instead, these changes seem to push your most reliable riders away, encouraging them to find alternatives and ultimately shrinking your long-term ridership. Cutting key workday and end-of-day trains undermines both rider trust and the overall business model.Please reconsider this direction.

Response ID	Response
59120747	please bring back the original schedule. we dont need so many trains operating every hour in the mornings and nothing later in the day
59120746	Thank you for seeking public input on this survey. LA/OC would love to take the train and use cars less. I would use the train more and pay more to take the train from OC to LA (and back) if it was comparable to the cost of parking and the time it takes to drive. I would also need a way to get home to OC from LA, as I am unable to do that now due to trains stopping before evening events are over.
59120744	Metrolink is speedrunning their collapse by isolating their riders and making services worse while charging more. It's so sad to see that after 30 years the incompetence of your leadership is showing more than ever. We can't even get rail to San Jacinto/Hemet in this century, let alone decent service on the already existing network.
59120739	What is being proposed is not an improvements in service, rather the opposite, a decline in service.
59120725	Metrolink has historically been an excellent and low-stress way for me to commute to work, and I chose this service specifically to avoid the strain of daily driving. While I understand that modest fare increases may be necessary, especially as my employer currently covers our monthly passes, a substantial increase that is no longer covered could place a financial strain on me personally.Unfortunately, the recent service reductions have made continuing to rely on Metrolink increasingly difficult. These changes, while they may seem minor individually, have created significant inconvenience and uncertainty for regular riders. I frequently hear similar concerns from other passengers who share the same frustrations.Metrolink is not a free

Response ID	Response
59120602	I would like to see the metro Bork. Sitter, making a 5% increase, not a 15% increase. I don't think that's really fair. On the transit dependent, we know the the majority of writers are white collar workers who ride the train into downtown LA that work in the financial district, but please consider the blue power workers like myself who live on a tight budget paid to the paycheck. We cannot afford a 15% increase on the fares. I don't think that's fair to us because you're you're doing that to us and letting the white car people who ride your trains will a monthly pass. They don't want to worry about because they make decent money or personal myself who makes $17 an hour.I can't afford that fare increase
59120545	I strongly oppose trains being reduced during peak hours. It would be great if we can get AV or VC line to be at Union Station before 6AM. I've already been affected by the VC line arriving to Union Station at 5:30AM being removed. Why not move AV line 200 to 5:30 AM instead of 6:00AM?
59120532	I would implore you to not reduce service further. Reductions will further reduce ridership. Reduced ridership will lead to worsening financials and inviting unwelcomed behavior on trains which threaten safety. If passengers do not feel safe, ridership will likely further decline. Use you energy and resources to demand the needed financial resources instead of how to further impact the passenger and your service.
59120496	Limiting the trains during commuting periods makes taking the train unreliable if individuals have to bike to get to their final destination due to rules that if there is no space you must wait for the next train. If there are less trains resulting in more individuals/bikes per train there will be increased points that there are more bikes

Response ID	Response
59118256	I tell everyone how great metrolink is to commute. I would give a testimonial!
59118247	I need to use Metrolink. I'm sad that it's service is getting worse. I've had a number of really bad experiences where things were not working as properly as it should have been. This is something that other countries have solved long, long ago. I don't understand why we can't have functioning proper public transportation in this country.
59118225	I hope they dont reduce the trains running during peak hours as it affects a lot of working class who do not have any other means to go to work
59118219	Do not cut service. Metrolink will not financially survive it and it will displace many
59118212	There needs to be a train on the IE/OC line between 7AM-11AM. Taking the train that goes to LA and having to transfer to a different train is very stressful. There's always a worry that any delay in the first train will leave me stranded in Fullerton or Buena Park for nearly 4 hours. This simply doesn't work for those of us that can't take the earlier trains due to having to take kids to school before heading to a train station. I live in Rialto and already have to drive to Riverside / Corona even though I live less than 19 minutes away from the Rialto station. I know I can't ask for a new rail connection, but I feel like the train that was removed from the IE/OC line between 8-11AM was actually very useful / convenient. It allows for transit between IE and Orange County without having to potentially be stranded at a far away station with no way to get to work other than a very expensive Uber ride.
59118207	Please keep the current fare and schedule
59118198	Stopping service to Lancaster or shutting down weekend service will worsen medical

Response ID	Response
59118144	Please preserve the current schedule or expand it if possible. This is critical infrastructure to our region. Please!
59118138	OC is 623 (4:20–5:20) removal - I am against this! This has a huge negative impact for a segment of your riders. This change has left corporate commuters who relied on that specific time to stay productive during their commute. That hour was counted part of the workday for those of us that worked remote. If you had observed that train, you'd see that most of us had our computers out, working. Without it, there's no practical way to use Metrolink during working hours. I don't care if the fare is raised. It's more important to have that specific train line than to keep the cost down. As a result, riders are being pushed outside the standard work window, which takes away much of the service's value. What used to be productive time is now just commute time, and many of us are reconsidering driving or other options.
59118136	I'm reaching out to raise concerns about the removal of train OC 623 (4:20–5:20) on the Orange County Line.Eliminating this train has created a noticeable gap for a specific group of corporate commuters who depended on that time window as part of their daily workflow.Many corporate professionals relied on that hour to stay productive while traveling, effectively extending their workday in a way that made commuting more efficient. Without it, there's no longer a practical option for those riders to use Metrolink during working hours.Instead, commuters are being pushed to travel outside of the typical workday, which significantly reduces the benefit the service once offered. Time that could have been used productively is now simply time spent in transit, making the train a less useful option for many. Now us corporate commuters are looking at driving and other options. Removing this train without offering a comparable option within that same end-of-day window risks

Response ID	Response
59118035	I rely on Metrolink weekend service to see my partner. Removal of this service will have a significant impact on our relationship.
59118028	Por favor asegúrense de que todos los usuarios paguen el boleto cambien el material que cubre los asientos, quiten esa tela sucia y cubran con algo que se pueda limpiar con una toallita. Hagan más rondas para ver quien pone los pies en los asientos y enfuerzen bajar los pies de estos, ya es bastantante asqueroso tener que sentarse en estos.
59118027	If the reduction of trains will be longer than initial announcement, please rotate the schedule of the train cancellation.
59118026	I do not approve of the humongous wall and gigantic rock Rock barrier used to protect the tracks going through San Clemente. It's total Overkill and has changed our beautiful neighborhood forever. Now that this humongous wall is there, you must make sure it is covered with pine trees, planted along it or other native trees to block the wall from taggers that will eventually come to San Clemente and spray paint that gigantic wall you made in our neighborhood! I also want to say that I am currently using Metrolink about twice a week but if you increase fares for my age group that gets no discount at all. I will not be writing your train any longer and will just drive my car late at night to my destination to avoid traffic.
59118016	Increasing fares and reducing service could threaten to decrease overall revenue rather than increase it. At least for me, cutting one late night train home from LA means losing not just a rider on that train, but also a rider on the morning train to LA, and I'm sure I'm not the only one. Conversely, even adding just one later train home on the weekend would allow me to make two train trips versus none at all, so I hope

Response ID	Response
59117894	I love the Metrolink. I've been using it since 2010 so it almost feels like part of my life routine. I would hate to stop using it but I understand that the strain this economy may be causing you as well. We are all hurting.
59117892	If you want your system to make a profit, you need to EXPAND SERVICE and make it usable. While I am able to get around midday to make it from work to medical appointments and back, I can ride the train more. As of this current "maintenance" schedule, having any need beyond basic commutes (which are already very limited), I have to abandon the train and drive the whole day.In more civilised cities, even in the United States, rail transport is available 24 hours a day at 15 minute intervals, running from the furthest suburbs to city centers. You are creating a death spiral:Limited service --> Limited Utility --> Limited ridership --> Justifying Further Limited Service --> etc.Who is buying you out? Is it the toll roads? Is it the auto industry?
59117844	I am writing to express my frustration and concern regarding the removal of train OC 623 (4:20–5:20) on the Orange County Line.What was initially communicated as a temporary disruption now appears to be a long-term or permanent change. The loss of OC 623 has had a meaningful impact on a specific group of commuters who relied on this time slot as part of their workday.This was not just another train. It served a clear purpose. Many office-working professionals used this hour to continue working remotely while in transit, making it a productive part of the business day instead of just a commute. With the removal of OC 623, that group of riders no longer has a practical way to use Metrolink during working hours.As a result, commuters are being pushed onto trains outside of standard work hours, which removes much of the value the service once provided. What used to be a productive and efficient use

Response ID	Response
59117077	I believe that the real issue here is political leadership and a bad governance structure. The large Board, multiple counties, and local elected officials all contribute not to a connected regional operation with purpose and vision, but a fractured lowest-common-denominator mentality with essential local vetoes overriding the greater good. A regional rail system is all three words: regional, rail, and a system. Putting aside capital, extensions, and long-term plans, just operating and maintaining the core system has obvious components: investing more resources (schedules and maintenance) where more riders ride, less where fewer riders ride, and enough (i.e. appropriate) marketing to FILL THE TRAINS. If more peak hour riders show up, ok, but a seat at 8 a.m. or 5 p.m. costs more to provide than one at 11 a.m. or 2 p.m. Meanwhile, peak hour revenue per trip is lower than midday revenue per trip. So again, more midday service and trim (carefully) on early morning and late night trips to shorten the spread penalty. Finally, if the agencies, counties, and cities want a serious regional rail system then it needs a more consistent funding stream from each source that is roughly proportional to the ridership in that area. Can't Nick Patsaouras or Zev Yaroslavsky explain this in both political and technical terms to the Board? I think those guys actually get it, and the others ... well, uh, less so.
59116986	Metrolink is a staple in my life that has helped me, friends and family get to where they need to when no car is available. Metrolink has become a safe place for me.
59116914	I've used Metrolink for over a decade and it's been a reliable way to move around Los Angeles. I partly blame Metrolink for not upgrading its equipment years ago to address maintenance and fuel use. I get cutting out trains that are mostly empty, but offering too few choices and eliminating weekend services entirely would render Metrolink near irrelevant.

Response ID	Response
59116861	I would prefer share increase to reduction in service
59116860	While connection to the Coachella Valley is important, reassessing future rail lines is necessary. Coachella valley rail, as currently proposed, would offer twice daily service from Indio/Coachella to Los Angeles Union Station via Riverside. However, working in the public sector in the Coachella Valley, I don't believe this is the best solution. Many people within the valley commute from elsewhere in the valley. As such, I would prefer to see a rail connection from Coachella to Palm Springs with more frequent service (similar to Arrow in Redlands or Sprinter in Oceanside) and think such a service would be a better use of our tax dollars. This alternative would not preclude future connection to Los Angeles but would better serve the Coachella Valley, a distinct region with approximately 500,000 residents.
59116839	If you're going to hike fares, then could you at least change or upgrade the interior and add some amenities? A snack bar would be nice.
59116833	PLEASE DON'T REDUCE THE SERVICE PLEASSEEEEEEEE. This is great there should be more investment.
59116824	For orange line, get rid of mid-day and late-day train schedule. Offer 6-7-8-9am time slot and 4-5-6-7-8pm time slot.Offer hourly schedule on weekend or offer no weekend support at all. Makes no sense to offer current weekend schedule as there's too few and far from each other.
59116822	The cost is not an issue, it's the breakdowns, service, and reliability that are in question. Not to mention the indefensible removal of peak commuter lines. Think of the number of passengers that you could service (and get paid for), as opposed to an

Response ID	Response
59116799	I hope they will bring back express trains where there skip some stops instead of canceling or reducing service all together
59116777	Please continue to offer weekend service, it is a lifeline for travelers like me without a car.
59116773	Hopefully there will not be changes to IE and OC lines. One of the questions stated that there has not been any fee increases in 15 years, but I disagree there has been. I have been taking the train approximately over 20 years and there has been increases. . Thank you for asking.
59116768	You've got this, Metrolink. I've seen you make it through the worst events in railroad history to the first in railroad safety innovation. I believe in your ability to return to previous service levels. Don't give up—your communities need you
59116759	Link Union Station and the Brightline West projects are currently in pre-construction. These projects should bring increased ridership as people find taking the train more favorable. Therefore, reductions in service would reduce or even eliminate the potential ridership these projects could bring. Please don't pursue reductions in service.
59116733	This is the wrong time to be considering service cuts, as gas prices are at record highs and the region is preparing to host major events like the World Cup, Super Bowl and Olympics that will drastically increase demand for Metrolink service. I hope you can find a way to avoid these cuts, particularly on weekends and later night when discretionary riders are looking for reliable and affordable transit options!
59116725	I like using the Metrolink train when I can make the scheduling line up, because the

Response ID	Response
59116686	Reduce the number of mid-day trains which are mostly empty anyway. Not sure why these were implemented in the first place.
59116685	On the San Bernardino line since they cancelled some trains, it has made the following train very crowded, would it be possible to add additional cars on the train that follows a canceled line.
59116666	Please continue to service Orange County. Metrolink is by far the best, most comfortable, and most efficient transit here. It would really help ridership if there were more shuttles into Irvine to the John Wayne Airport area and something like the OCFlex service or even a fixed route shuttle was brought back to help passengers get to the Laguna Niguel/Mission Viejo Metrolink station from Aliso Viejo and Laguna Niguel.
59116652	I enjoy traveling through Metrolink, please meet us riders halfway as well. Even with fare priced may rise, at least bring back the 307 train as well as most of us riders take to get to their destination at a promptly, safe, non-stressful morning and on time for us 8 O'clockers. This is the reason why we take Metrolink. Thanks for listening.
59116649	Please keep the train during the morning and late hours when there is a lot of people going and coming back from work.
59116626	I would prefer rate hikes over cutting service. Cutting service would negatively affect commuters and travelers.
59116618	I suggest find a way to integrate MetroLink with LA Metro and systems in OC and SD counties. Eventually all systems in throughout CA and Amtrak. To make the use of Metrolink easier, integrate ticketing system with Tap card in LA County. That way,

Response ID	Response
59116564	They valley has the longest commutes going into the city. Metrolink has an opportunity to capture a lot of ridership if they got the frequency down to 30 minutes, added tap and go fare validators, and weekend/late night service. Make the parking lots safer and make walking to the platform easier.
59116558	If the fares are being raised for commuters on the metrolink, does this mean you guys will be enforcing tickets and passes more often. Because it is not fair we have to pay while others get to ride for free and get away with.
59116555	Really look at your overhead costs, you can do a lot and not impose the burden on the commuters
59116541	We love this service. We barely have public transport in California, so please find some really awesome rich person to donate to you and keep this running.
59116518	I take the San Bernardino line and it seems more people would take it more often if there were times that worked for people. I understand rising costs of everything, thanks to the current administration, but it seems that this is an affordable option that gets people to where they need to go. Why not take the same approach as Metro and provide rides for $1.75 multiple times a day? Providing more options would likely increase riders.
59116517	This change in service has truly impacted my commute, expenses, and family time. I ask that this board reconsiders there decision and brings our services back. Please help during these times of uncertainty to still be able to have relaiable transportation to work and provide for our families without having to scarifce the food on our table.

Response ID	Response
59116506	As mentioned through out this survey, Metrolink need to get a better handle of fare evaders to at least stop bleeding income on that end. Reducing peak time service further than already will impact long time commuter's choice of transport with Metrolink. Midday and weekend service was always fun to be able to get around, but if this has to be let go let it be to allow better service during peak hours, not just to remove it and still deal with reduced service during peak hours.
59116487	Thanks and ADD MORE LINKS
59116459	Metrolink is such a great system and I have extremely minimal complaints. I would very much like to continue riding but these proposed changes to schedules and fare would create many obstacles to my overall mobility.
59116449	Think of the impact that you will have if you take away services. FIFA is coming to town alot of international people that are use to public transportation.
59116435	Thank you for this valuable service, it truly means a lot to many families. Please don't make cuts to train service
59116424	I'm a Metrolink regular. I understand that Metrolink is facing financial insecurity but many like myself rely on it as a primary mode of transportation and appreciate the inland empire communities it serves. Thank you for your service!!
59116412	Please don't cut service, especially on the San Bernardino line!
59116402	As previously stated, please focus on preserving trains during peak commute times. Unfortunately that is truly the bulk of the ridership with Metrolink in my experience, and ensuring that those commuting to work and school are able to reliably get to their destinations is what will increase ridership. Trains that are 1-2 hours apart can

Response ID	Response
59116393	I hope this plan works, and the state realizes how many people rely on Metrolink and starts supporting once again.
59116382	There has been talk of eliminating weekend service. That is at the bottom of my preference list. Fares are very fair for the distance traveled, and we can weather fare increases as a natural consequence of inflation. But eliminating weekend service will only serve to undermine rider interest in the service outright, and many people including myself will simply drive instead. Don't do this.
59116379	Improve the 91 corridor! Make it easier to from OC through Riverside to San Bernardino
59116368	Ever since your new contract, ridership has not been the same. Everything you stand for is non existent. Fix it before you loose commuters
59116362	Replace the CEO and leadership. They have made awful decision after awful decision with no regard for the riders commuting to work. If they continue to make decisions that hurt commuters, people will go back to driving and Metrolink will most likely have to close without government intervention.
59116359	Need more express trains!!
59116351	Please consider only making changes to fares, and leaving service as it was before the temporary reduction in service went into effect or adding/adjusting service to better serve your core commuter customer base.
59116337	Eliminate weekend service. Increase rates. But maintain the number of trains during the work week.

Response ID	Response
59116283	Thank you for your continued reliable service on my commutes around Los Angeles and SB County—keep up the excellent work.With recent service reductions and proposed fare hikes, please avoid further increases or peak-hour cuts; instead, strengthen fare enforcement through conductors, inspectors, and security to ensure all passengers pay, boosting revenue without burdening loyal riders like me.
59116263	I would like to suggest making the SoCal day pass a 24 hr pass instead of a same day pass. That way, if you get on a train at 1 pm, you can have until 1pm the following day to use that same ticket.
59116251	Please do not reduce weekend service, in fact if metrolink ran even more trains on the weekend (AND LATER on weekends) it would be so helpful.
59116250	Metrolink provides a valuiable service in connecting the people of Orange county with the broader Socal area. It connects people to jobs, to their loved ones, and in my case, it provides a way to enjoy my weekends and explore the place I live.
59116245	This plan is not taking into consideration the upcoming Olympic games. You are not working with large companies to get ridership. This strategy feels like you are just cutting cost to meet the bottom line without really thinking this through. Fix your kiosk to purchase tickets, make it easier to purchase tickets on your website. Have real time notices for train delays and stop killing people on the tracks. Perhaps your safety aspect is causing people to not ride the train.
59116244	Please help us keep public transportation affordable and accessible for everyone. It is something we heavily rely on to get to and back for work.
59116242	With the significant delays and maintenance issues, combined with disgusting state

Response ID	Response
59116216	I absolutely love being able to commute by train and will be very disappointed if I have to start driving to work. I hope that Metrolink will realize that their lack of reliability and lack of focus on its core mission has hurt ridership, and it will take time to come back. Reducing lines and increasing fares will hasten its demise.
59116215	keep going to Oceanside
59116210	I like taking the Metrolink (San Bernardino) because it's extremely convenient for my work commute. However, reducing both the frequency of trains during peak hours of the day and increasing the fares for specific ticket types seem like a huge deterrent to entice people to consider taking public transportation. I sincerely hope this is reconsidered as these proposed changes don't seem to help the public at all.
59116209	Service cuts are a self-fulfilling prophecy. They don't save money. They lead to fewer riders and more service cuts.
59116207	I want to say that the Metrolink student discount pass was very helpful to me as a student at UC Riverside who doesn’t have a car to commute. For a whole month I had a family member in the hospital in LA and I only had access to Metrolink because of its reduced fare and capabilities from going to Riverside to LA Union Station. Every time I go from Hunter park to Union Station, I know many other students who also use this transit as a way to get back home. Please reconsider fare prices in the future. Thank you.
59116206	Please restart 623 services.
59116201	Be more honest and forthright. At this point how are we supposed to believe what you say when you said this was a 7 week pull back do to parts and crews, then you

Response ID	Response
59116194	Please consider the lives of working people when making any adjustments, especially to train times and frequency. People rely on Metrolink for their livelihoods. Never forget that
59116193	it is disappointing to hear that profits are placed over people. Nothing new, but this might be the final straw for many of us who commute using Metrolink. So don't be surprised if reducing availability results in increased and prolonged financial losses.
59116192	The cost of living is increasing and for someone who is low income and doesn't have a car every day to commute, I relay on public transportation. It would be extremely detrimental if the discounts go away, ticket prices rise, and there's a reduction of trains. Metrolink already removed a train I took everyday which caused me to wait longer for another train and if they reduce more it would be detrimental. The change in the schedule in 2025 was not beneficial for those who commute everyday and with Metrolink wanting to reduce it more, it will be an extreme burden. I ask that Metrolink keep things the way they are as someone who is striving and needs public transportation to get to school and work.
59116187	I really don't know what would happen if I lost my commuter train times to get to work - it's the only position I've been able to get after being laid off in early 2025 (despite still trying to apply for jobs closer to home). Being able to take the train has saved my sanity, and has at least helped my overall wellbeing know I have an affordable and realiable way to get to work
59116185	I really hope you push to avoid more service cuts. My whole household commutes by Metrolink to work, long distances. We are able to save so much money and to reduce stress from driving this way. Then, think about all the people who don't have a car or

Response ID	Response
59116166	I love public transportation, and after living abroad in countries that actually INVEST in theirs, I seen the utmost potential of what public transportation could be. I have the same dream that one day Southern California will have the same infrastructure to run their public transportation the best it could be. But sadly, at its current states, we are barely sufficient, and not thriving.
59116162	People use Metrolink because it help us to get to our destination in a fair price and service. Please do not take this service away or increase the cost drastically to ride it. For many of us this is our only option. Thank you for your service
59116156	If Metrolink eliminates or severely guts its weekend and midday services, you will not be shifting riders like me to other modes of transit; you will simply be isolating us. I will abort venturing beyond my immediate neighborhood altogether.By making the schedule so inconvenient and raising fares, you are driving away the very riders who want to choose transit over driving. I urge the Board to reconsider these cuts and find alternative funding solutions that preserve all-day and weekend mobility for the Inland Empire.
59116155	I love Metrolink and want to continue to use it. It needs to be invested in and needs to provide more frequent options
59116152	I understand cutting. We didn't have this many mid day trains until the last major schedule change. There was no mid days that stopped at covina later changed to montclair. All trains went complete trips both ways. It was much more efficient and the tracks were less crowded. I think it was touted that they added 15-20 more trains in a day, those were not needed. Just caused issues. Think logically, morning and afternoon/early evening (peak commuter times) are the most important. Off peak

Response ID	Response
59116136	The fact that there has been repeated community support for the extension of the A line to Claremont demonstrates the value of regular public transit from Los Angeles on the SB line. Once that extension is completely (which, unfortunately, will not be in the foreseeable future), then Metrolink might be in a more flexible position to cut some of that service.
59116135	Due to the vast size of LA County a long range rail system is necessary for commuting to jobs.
59116133	I would be okay with fare increases if there were no service cuts. Service cuts will impact our daily transit commuters very terribly, and with the rising gas prices and overall increased interest in living car-free, Metrolink should be a reliable alternative (or first priority for some of us).
59116127	By making these changes, how would that affect the safety of your workers and people using the train? With change comes issues. I know things are hard all around and we have the Olympics coming to town, which is eating up a lot of money and resources. But if people can't get to work or school or wherever they need to go, people stress. Try and maybe keep or bring back certain free days like you do. Will you keep those events in place or will they go as well?
59116126	Just put it back to how it was before Metrolink Reimagined, and table that program until funding is restored. For SB Line trains, get the pre-pandemic peak commute direction schedule back in place. For OC Line trains, since you have cancelled the 6:30pm train that had been around for many years, extend the Codeshare agreement with Amtrak to the OC Line so that Metrolink riders are not stranded at LAUS at 5:40pm when the sun is still up.

Response ID	Response
59116105	Metrolink is very horrible now.
59116100	Trains are still full on outbound trains from Union south to 91 & OC line. Majority of the time many people are standing and seats are full. We need more cars or more frequent trains during commuter hours.
59116097	Please care about your community.
59116096	I recently moved jobs and Metrolink was great option to driving until the recent reduction in service. I cannot take the train during this reduction due to the lack of evening trains. Please bring the evening trains back.
59116095	Metrolink is an integral part of Californians who live and work life here in So Cal. I appreciate Metrolink as a public transit.
59116088	Fund metrolink, make it a great service and your riders will come back!! Gas is hitting $6 / gallon. Offer a competitive rate to daily commuters.
59116082	I am deeply sorry to hear that Metrolink is struggling with the lack of funds. It's upsetting to know that other used service is being negatively impacted in this way. As someone who relies on Metrolink week to week to get to work, as do several of my colleagues, it is disappointing to know that commuters could be impacted. While I do think that there could be areas of improvement on the cars themselves, people do rely on this service and it does have a positive impact. I do hope that Metrolink is able to resolve the issues and find solutions that keep ridership consistent.
59116081	Suck less.
59116068	I used to commute via Amtrak, but I switched to Metrolink because there were too

Response ID	Response
59116066	Should be improving existing services and strive to become a world class regional transit comparable to other developed countries, not further degrade an already mediocre service (when compared to other developed countries) and on top of that make it more expensive. What are you all doing?
59116065	Trains are a vital part of our infrastructure. Cars are not the solution for intercity travel, especially as population rises. What may not be lucrative now will most certainly be in the future with the right expansion routes and business decisions. Freeways will not sustain the level of traffic we have forever. Large scale public transit is the solution. This should be a survey on expanding service, not reducing it.
59116061	I hope you keep the trains going to the end of the lines. Only as a last resort should eliminating those stations should be considered.
59116060	It's embarrassing and a sign of a incompetent and weak leadership that you don't have a clear strategy on how to get out of this mess, and resort instead to surveys.
59116059	More trains. Not less.
59116052	I hope that Metrolink brings back 307 and 338 and instead removes 356/360 based on peak ridership. You will lose lots of riders who work between the core hours of 7/8am - 4:30/5pm. We don’t mind if the fare increases as this is fair; however it would not be right to increase fares and still keep more times as not operating. This impacts our livelihood.
59116051	I don't mind if you charge more if the system is consistent and serves me at the times and stations I need it.
59116046	I genuinely hope you succeed, but the current service reductions no longer serve me

Response ID	Response
59116039	STUDENTS SHOULD RIDE FOR FREE. I HAVE TO WAIT 4 HOURS TO RIDE NEXT TRAIN. PLEASE MAKE MORE OPTIONS AND RIDES AVAILABLE.
59116030	I appreciate Metrolink's ability of providing regional connection and comfortability; especially for people who struggle to drive. I hope Metrolink finds an option to prevent the the service reductions, and increase and expand services in the near future.
59116027	Try introducing a subscription service that offers certain rewards nothing crazy. Or even have vending machines on the train with a guard to watch it. I can assure you people will buy. If they subscribe they get access to wifi
59116025	I will end up driving more often however people who don’t have access to cars will suffer. Consider expanding lower income fares
59116023	Metrolink is for the people and it should remain this way. Any changes will only exacerbate current issues with affordability and transportation. The city and metro should incorporate an increase in the city’s budget for transportation as this is a public service. We need to not just maintain this service but enhance its viability as a public good.
59116021	If you do these service reductions, the least you can do is make sure each train has 6 cars. When you do service reductions, the trains get overfilled and people have no place to sit. It’s also a safety hazard because people are blocking the exits. When you’ve done service reductions or changes in the past, most of the trains had 5 or even just 4 cars. This is not enough for passengers when the train is already taking more than usual do to service reductions. Please make sure you actually have 6 cars

Response ID	Response
59116000	Please bring back the afternoon train that departed from Santa Ana at 3:52 pm to the Riverside Area. It would help many people who get out of work at around 3 pm and also lessen the impact on the 4:52 train that a lot of times has standing room only.
59115999	I really believe that so many people can benefit from using Metrolink. Most people in the IE have never taken a train before and don't know it is an option. Traffic in the IE is only getting worse. Fewer trains on the tracks is not ideal in this climate. People are feeling the pressures financials with rising gas prices. This could be the push potential new riders need to see how great Metrolink is.
59115992	I think Metrolink did itself a disservice by making major changes last year. These changes angered the loyal riders and Metrolink just couldn't meet its schedule. I hope Metrolink focuses on keeping trains with the most ridership. One item of note, by changing the round trip ticket to the day pass, Metrolink lost its ability to track origin and destination points, which is valuable data for making any adjustments. Please reset or preserve the current commuter schedule.
59115961	Cutting trains at peak times would be a detriment to many riders. As it is now, peak trains are standing room only which causes potential safety concerns.
59115831	Prioritize commuters. We pay the bills
59115167	Start a gym cars where commuters can buy a ticket or pass to use while commuting this would generate more money and solve commuters' issues with time.
59115092	I love Metrolink and the service it provides. The trains are comfortable, air-conditioned and the ride is great when traffic is a concern.

Response ID	Response
59115013	I do not agree with all these changes. It feels so unfair and unfortunate.
59115005	Metrolink is better than driving.
59114979	I love Metrolink, it's a great service, the staff is always polite and professional, I appreciate everything you do. I ride the AV line from Sylmar to Union Station five days a week, it makes my life so much easier but I'd propose you eliminate service out of the actual AV and just start in the Santa Clarita Valley. Or at least limit the amount of trips in and out of the AV. It's been my experience anytime the train gets delayed, any disturbances, any unruly passengers, any fare evaders, any problems--they all originate out of Lancaster or Palmdale. Primarily I take the AV206 and since the modified schedule and the train no longer originates out of the actual AV it's been a far, far more pleasant trip. Thank you for what you do and I hope to continue using Metrolink for years to come.
59114953	I used to ride the Metrolink a lot, but ever since last year with the price increase and the expiration of the student adventure pass has led to riding the train less often. Now, if these further reduction of services are implemented and fare price increases on the SoCal Day Pass, more passengers and myself included will go find some other method of transportation instead. In addition if these fares increase, the prices will start to become similar to Amtrak
59114935	The trains during peak hours are already too full - please do not cut train during peak hours. it does not make any sense
59114899	Please bring back more trains from Riverside to LA in the late afternoon/evening - at least bring back the 4pm train! 2pm being the last train is insane.

Response ID	Response
59114755	Please do not reduce your train services. If anything I hoped for more trains to operate at a later time. I have to adjust my schedule so many times due to the recent adjust as you had construction or maintenance going on. It's been frustrating for me as a student. Please do not raise prices. Thank you for your time and consideration.
59114735	It was not pertinent to my other comment, but one long term cost savings measure which could be implemented is electrification. The initial service reduction was due in part to its fleets of Tier 2 and Tier 4 locomotives breaking down and thus being unavailable. Electric propulsion has a reduced mileage between failure compared to its diesel fleet and does not have many of the same maintenance complexities that Tier 4 locomotives have. Metrolink has stated that freight railroads along its corridor such as BNSF and UPRR will not allow for full electrification. Outside of the heavily travelled LA-Fullerton corridor which is proposed for electrification under the CAHSR LA-Anaheim project, Metrolink could retrofit its existing fleet with dual mode capabilities based on the technology used on the Amtrak Airo fleet with an auxiliary power car, as the power distribution system on Metrolink's current Tier 4 fleet is similar to the system used on Amtrak's locomotives. Additional trainsets could also be procured using off-the-shelf designs for Caltrain, Metra, or NJT while the dual-mode fleet could be allocated where it has the most value. This does result in higher up-front capital costs, but it is proven to pay off in the long term - the "Sparks Effect" is a phenomenon where frequent electric service induces additional ridership while reducing travel time and expenses. Additionally, there are already established modern standards from Caltrain which can be used, resulting in an economy of scale.
59114704	support metrolink more

Response ID	Response
59114661	Please help maintain the train schedule before this reduction staring from Mar 23. Lots of people use train to go to work/school/visiting daily. The train help our life better and easier. We really need public transportation to reduce the already high living cost, the jam traffic and danger of freeway driving and reduce the negative impacts to our environment. Thank you.
59114658	You have taken peak lines out of service and causing trains to be packed. Also need to put more bike cars on the 204 as in the morning as right now it is overloaded or not enough space.
59114652	Schedule is more important to me than fees, but both are a concern
59114650	Again, please - the top priority when thinking about the budget deficit should be to at minimum maintain current service levels. If that means fare increases (even significant fare increases), please pursue them. If that means tax increases (even significant tax increases), please pursue them. Cutting what little rail service exists in this region would be an embarrassment for the region and state, and the few riders that remain will likely abandon Metrolink.
59114644	Please do not reduce service! My employer (CSUF) offers incentives to take transit if we do not have a parking pass. I haven't done this yet because I have choir practice in Santa Ana that ends around 9:15 pm, after the last train to Buena Park, and I don't have time to ride Metrolink back home and take my car. Instead, I have to park on campus at least one day a week. If there was a train late enough, I would get rid of my parking pass immediately. I would also take the Metrolink to Santa Ana on Sundays, but the first train arrives at 9:30 am when I need to be there at 9 am. If service were later on weeknights and weekends, I would take it to events,

Response ID	Response
59114532	Please, please try to keep this as friendly as possible for riders in the I.E.! Don’t forget about us! I believe many more of us would ride Metrolink trains, too, into LA and OC if the evening hours made it possible to do anything later than 4 pm..
59114531	Please don't reduce the schedules any further. I would rather pay a little more than to have reduced services. I'm also worried about how I will get back home if late night services are no longer available. There are very little public transportation options out there and we need to improve upon it, not reduce it.
59114521	Please increase discounts for students and low-income individuals if prices are raised. Metrolink will lose many customers if it doesn't continue to serve these market segments (since we are the majority of Metrolink users and are already on tight budgets as it is). Make Tickets more expensive when traveling to/from nicer areas (such as ventura county, orange county).
59114510	Don't cancel or move 403 or 412 trains please!
59114498	No comment
59114485	Service cuts would be an incredible shame, and I hope the SCRRA Board makes sensible changes that don't send Metrolink into a death spiral.
59114480	Metrolink services seem to have gone up in quality as of late. A price increase is expected, but service reduction would impact many commuters and have a negative impact on ridership, which seems to have gone up recently. As a whole, it is understood that increased ridership = better services, so I personally would hope the biggest change is just higher price, which I would hope allows for better pay for the staff and quality services.

Response ID	Response
59114447	Do better, it’s not that hard to find other ways to subsidize your shortcomings than sticking it to your customers.
59114440	The October 2024 changes across Metrolink were such a bad idea. I still have not met a single rider who is happy about them. Spacing trains farther apart at peak times has been a big inconvenience. At least this time around, you're asking for our feedback before you make changes. I really hope you'll go back to a schedule with more frequent peak-time trains and eliminate trains at off times.
59114439	Please work on trains for events such as baseball games as well as the transfer situation in Oceanside. Most of Amtrak's trains are the most busy between Oceanside and Irvine, yet most metrolink trains don't even serve this segment. Combine that with a possible, and well manage transfer with coaster, simpler to how arrow and SB line trains work, seems like it would be beneficial for ridership
59114430	Please make the choice you think benefits the student and worker population, many people rely on this service as its most convenient and affordable to them at the moment, and simply increasing the price for many services will leave many riders without options to travel. There would be many more disadvantages if agreements aren’t met with the current rider population and the company,
59114415	Who is putting this pressure on Metrolink? Do you actually care about your riders?
59114413	It seems to me the older engines were more reliable although I may not have all the information on this. I would consider buying or renting older engines from other train systems if it would help maintain schedules.
59114412	The loss of 605 from Oceanside is really a problem. There is currently no northbound

Response ID	Response
59114393	Please do not reduce trains in the morning and during peak hours. Please add another train between 3 pm and 5 pm.
59114392	Bring back the 3:45pm train from Tustin to Riverside. If Metrolink is going to increase prices, increase availability and accessibility of train times/services.
59114390	Please keep the early morning trains leaving Oceanside at 4:18 AM and getting us all to Union Station by about 620 or so. You could even start the train at Laguna Niguel or Irvine and it would still work for any of us, but please keep that early morning schedule.
59114388	This is a shortsighted disaster of a plan. If you think this won't harm ridership to the point of no return for Metrolink, I have a bridge to sell you.
59114383	We need a train a train to Oceanside that arrives in Oceanside before 6 pm. Currently, the earliest one gets to Oceanside at 6:40ish pm if it is running on time.Please enforce the fares—check for tickets on every trip multiple times.
59114346	Please do not cut weekend service. Nobody uses it because theres little to no service at all on weekends. Even harsher if you're going back to Orange County from LA after 8-7 PM on the weekends. Service is atrocious. Make service it at least every hour or every 2 hours at all days of the week.
59114345	If fewer trains will be offered, at least spread them throughout the day, to keep at least one early morning, one evening, and one late night train, for each line.
59114339	I think schedule change done in 2025 was not use friendly for OC-IE line. Mid day train from Irvine at 12:38 PM was not required at all. Removing 3:38 (816) train was also strain on commuters as it made 820 very crowded

Response ID	Response
59114332	With gas prices rising losing additional trains or station stops will be devastating to Southern California. There absolutely should be an effort to solicit county, state, and federal funding to ensure these critical transportation options remain the same.
59114328	Let's hope that Metrolink can keep the weekend service and the mid-day service by getting some support to the budget in the long term.
59114326	Don’t reduce the services in peak hours weekday commutes, that were larger communities are getting this benefit
59114325	I hope weekend service will continue
59114323	You guys do as you please so what’s the point of doing surveys if you guys will ignore riders that get affected and still go your way
59114317	Please, please, bring back IEOC line 808. Most people were critically affected by the elimination of this train. It was great to have an earlier train but many of us have to wait 2 hour gap until the IEOC line 820 train. We also may not need the midday train or late trains but we honestly need that line back.
59114316	If these are things you are considering with less trains longer wait time you should take into consideration working bathroom on these trains less stops because of train jams due to non functioning schedule this was the reason for schedule changes and cuts to trains 1st and the situation has not improved we already give about 4 hours of non payed hours to travel to help with traffic making it more difficult for us and having to choose trains or car if these changes go into effect commuting via car will be the best solution for most current commuters
59114315	Is there an annual report available somewhere?

Response ID	Response
59114304	Would prefer to see service on the OC line go only as far south as Laguna Niguel and restore the lost evening span such as Train 634. Reduce midday frequency to every 3 hours
59114289	Yes
59114285	Bring back train 218 and if you have to cancel a train to do this cancel 216 which is in a prime commute time
59114278	When is there going to be a train that takes passengers from West Los Angeles to Santa Barbara without having to ride to Union station to board the train.
59114276	Metrolink's biggest issue right now is advertising. When I mention the Metrolink in most social situations, people assume I'm talking about the Metro. I have to explain Metrolink to them, and they are often pleasantly surprised to hear about the comfort of your trains and the various destinations. If Metrolink were to commit to a strong advertising campaign, and I don't just mean social media, but billboards and bus stop ads with exciting copy about all the various stations that Metrolink services, I would guarantee a major uptick in ridership. People want to ditch their cars, they just don't know that Metrolink can help them do that. It's time to make Metrolink as visible and known as the Metro.
59114272	Please reconsider the service cuts we really appreciate the service you provide to get us to work and home
59114271	The AV 218 trains need to come back to service! Bring back the 3pm downtown Burbank train.
59114267	I would just love if the San Bernardino line can fix the time schedules to make it

Response ID	Response
59114241	Please keep it the way it is!!!! And offer a nighttime ride!!!
59114237	would also like clarification regarding the Lancaster line, specifically the routes between Lancaster and Union Station. Will these proposed service changes result in fewer trains serving the full route, and will all current stops still be included? As a regular commuter, it is very important to know whether stations along the Lancaster to Union Station line will be removed or skipped.Any reduction in stops or service along this route would significantly impact my ability to commute to work and school reliably. I ask that Metrolink prioritize maintaining full service on this line, as many riders depend on these stations daily.
59114233	It the train is on time most of the time, and the interior is newer, that will bring more riders. The train i take is always delayed or even cancelled, make my commute very difficult.
59114229	I hope that anyone one the board who votes for cuts in the service has a miserable rest of their life.
59114216	Thank you!
59114215	Would it be possible to offer an in between time for the commuters combine 5:18 am train and 6:18 am train which would leave Oceanside around 5:45 am? There are a lot of commuters that depend on your service for transportation for work or school. Please help us. Thank you, Anna
59114212	I've been riding Metrolink since 2017 as a full-time worker and eventually as a working graduate student. With the old schedule, I loved the free student fare service, and then I appreciated the push for more train availability when the

Response ID	Response
59114197	Your customer base depends on Metrolink to be on time to their destination locations for work and home, however with your current model of operation we are late more times than not,; which causes you to lose customer's to driving so they are on time. Get control of your breakdowns, signal issues, freight train congestions, and cancelations so that you become a reliable mode of transportation.
59114195	If there were to be alternative schedules set in place, keeping trains at peak times (6 am trains as well) at ALL locations would be ideal. I stopped using Metrolink altogether during this period of an adjusted schedule.
59114188	I have noticed that dogs are allowed on trains and on the seats, many people have allergies and due to this there should ve a specific car that allows dogs on it
59114183	Please understand what a gift the Metrolink trains are especially with raising prices on everything. Please consider those are that are the furthest out when making changes. Thank you.
59114182	The decisions for me will differ into my schedule changes and into uncertainty in the future.
59114181	Metrolink is an essential service to so many commuters. We cannot repeat history and allow our public transit service to unravel and reduce service. It’s critical for this service to remain in tact and grow, not shrink.
59114174	I really do love that Metrolink has been an option for me to get to and from work despite the delays or cancelations. I hope there is a way for Metrolink to get funding so they can run smoothly for everyone
59114172	A return to the October 2022 schedule (reduced/no midday service) is better than

Response ID	Response
59114162	I understand Metrolink is going through some difficulties both financially and mechanically. I strongly support Metrolink and its efforts to keep things running even during these difficult times. If you absolutely must cut back on services, please work with local transit providers to provide an alternative way to keep riders moving. The World Cup is starting soon and the 2028 Olympics are close behind it. Don't diminish your brand and reputation by not having reliable services to offer to riders who will likely use and recommend it for these major events
59114155	I sincerely hope that my answers and comments are taken to heart. I do not have to explain the economic strain 99% of Americans are enduring right now, please do not let this be another one
59114153	Please keep the peak travel time trains, 5-7- 4-6. It would affect the masses expediently. Enforce the fares more often, I see a lot of people hiding in the bathrooms.
59114152	I commute daily into Orange County which are very full during peak rush hour times. I am so surprised to hear that ridership is insufficient. In the last couple of years, metrolink revamped their schedule to have more trains during predictable times including the middle of the day. Trains should be repurposed to support morning and afternoon/early evening trains for those of us who rely on it for our daily commute.
59114145	Please, please do not reduce any more services from Ventura County line service. The options are bared bones as is and the 7:11 train from Moorpark is a real lifeline. Please do not cut this line.
59114141	Release Uber vouchers quicker if Train delayed due to striking person on the tracks,

Response ID	Response
59114131	I hope a solution is found to this problem cause of right now the last OC Line train leaving LA Union Station at 5:40p is unacceptable and on the weekends the last OC Line train leaving LA Union Station at 4:27p is horrendous I hope a budget is passed for Metrolink and no service is reduced/cut and also please consider doing a codeshare system on the OC Line for all ticket types and not just monthly pass holders
59114130	Thank you Metrolink.
59114129	I want metrolink to remain efficient and available for commuters, that should be the priority.
59114127	I use metrolink a lot and I believe there are a lot of commuters that it will hurt if you reduce the number of trains
59114125	Fare increases aren't an issue for me as long as service is reliable and available throughout the day. 5:40 being the last train isn't viable. Maybe swap a 1 o'clock train and put it a 7 o'clock. That would make the service much more accessible for evening commutes when traffic is at its worst
59114124	I still like the service and price. Just check fares more often and keep on later train to Orange county. I personally don't care about mid day trains or weekend trains.
59114117	I am hoping that increasing the fare prices will add additional morning and afternoon scheduled trains. The current times and limited trains makes it very difficult and stressful to my every day commute. Trains are always packed and it seems that there are always delays to the trains which makes it difficult to get to work on time. Adding trains will ease my stress and hope that I can pick up my kids on time without

Response ID	Response
59114107	Please do note raise prices for student fares. The cost of living in the southern california region is the highest in the country and only doing so would exacerbate the affordability crisis for low income people such as myself.
59114105	I am rooting for Metrolink because there is enormous value in helping with air quality, freeway gridlock, and the mental health benefits of stress-free commuting. However, even now I struggle choosing between driving and using Metrolink. A price increase without improving the clear issues with the service is not going to convince me to remain a regular customer no matter how much of a fan I am. Metrolink needs to present a better business plan that includes the following:1. Cost of driving is significantly more expensive than Metrolink2. For supported schedules, riders need to feel confident that routes will run as expected without interruption 90+% of the time3. Longer distance commuters need more travel schedule options in the morning before work starts and when work ends beyond hourly at odd times.4. For residents not living near the travel path, there needs to be better option to access train stations (e.g. Westminster, Huntington Beach, Costa Mesa, etc.)The proposed plan just presents a case to increase prices without resolving the real reasons why people do not consider Metrolink as the most compelling transportation option. It will just prolong the eventual demise of Metrolink unless there is serious consideration about why commuters choose to drive vs. ride.
59114101	Irvine to LA very important! Please don’t cut back on times
59114099	We need less "midday" trains and more starting about 2:30PM on the IE/OC lines. The 330P train was perfect :-(
59114095	I'm sure you're all aware, but reliability is THE issue. Freight trains make me late 3-5

Response ID	Response
59114080	Metrolink needs to find other ways to reduce costs do not take this out on the consumer, especially when we are being hit with rising costs in all other aspects of living (food, health, housing, etc). We need reliable transportation to work and school. The schedule changes have impacted riders already.
59114079	Please save the Metrolink! The ride is very pleasant except when someone gets hit by the train. Just today was delayed 3 hours due to Ventura line striking a person. What can be done to secure the lines so that pedestrians do not enter the tracks unauthorized ????
59114077	I hope Metrolink genuinely prioritizes its riders and recognizes the benefits of choosing public transit over driving. Raising fares places an unnecessary financial burden on the riders.
59114074	The disappearance of the 6.45pm and later trains during the week. Really affects a lot of commuters. Specially when Amtrak 6.10 pm gets cancelled out of nowhere
59114072	I do not drive, I come from Victorville, someone gives me a ride to San Bernardino Depot , PLEASE DON'T DISCONTINUE SAN BERNARDINO DEPOT.
59114071	Please dont raise to a ridicules price life is hard enough already
59114070	I sure hope the outcome of changes affect the least amount of commuters. I have been commuting this way for over six years and can’t imagine having to make the daily drive to and from LA.
59114067	I hope that my returning train 723 is reinstated and that train 700 stays on the schedule OR an alternative that still allows me to travel to/from work and school during commuting hours is proposed Public transit is incredibly important and

Response ID	Response
59114060	It would help to have more bike cars. Most of the time the bike areas are full or over capacity during peak times. I have a scooter.
59114057	Go back to supporting your core commuter base… commuters. Provide trains in the morning and afternoon. There's no need to support mid day trains (9am-2pm) your commuters are at work. The "reimagined" schedule hurt a lot of commuters who were just looking to commute in and commute out. Ridership during the mid day is minimal, ridership on the weekend is minimal. Support early trains and afternoon trains and ridership will return.
59114056	With the current reduction of service, during peek hours, additional train cars are really necessary. Particularly mid week, there is standing room only on some peak hour trains. It seems like there should be data about when there is ridership and when there is not. Could there be an attempt to use data to inform which lines are being reduced and which are being trains are being cancelled. This could call for dynamic scheduling, I.e. Monday and Friday's schedule may not look like Tuesday-Thursday's schedule - more people go to work on those days! Monday and Friday, the ridership is lighter. Also in places where it makes since, I'm thinking for the Riverside Line and San Bernardino Line, maybe if north to south non-stop shuttles ran between some of those stops, during the day you could run each of those trains every other hour and then have a shuttle that took someone back to their car say from Montebello to ElMonte and vice versa; or between Covina and Industry (I know those aren't terribly far because I accidentally got on the wrong train one day and my husband had to pick me up in Industry and we went to collect my car in Covina. It seems like there may be some creative ways to collaborate with other transportation services or deploy your own shuttles for this purpose and still reduce over all costs.

Response ID	Response
59114034	PLEASE DO NOT ENACT SERVICE REDUCTIONS. WE LOVE METROLINK, WE LOVE THE CONDUCTORS AND STAFF, AND WE ARE WILLING TO PAY A LITTLE MORE TO KEEP SERVICE AS IS
59114026	Please add one more train between 816 and 820. 820 is far too crowded
59114023	Keep up the great work
59114022	County governments need to put their transit money towards Metrolink instead of highways.
59114020	If it takes increasing fares to restore good service, I would take it. As long as there is good rush-hour coverage, I will continue to use Metrolink. Mid-day service is a very nice to have but I would prefer there being so as it would make trips out of LA more doable.
59114018	You should focus your cuts in areas where Amtrak service exists as an alternative, especially since OCTA cutting their funding for you is part of the reason you are here.
59114016	There really should be an effort to try to make Metrolink more of a full long distance regional rail service, rather than just a weekday train taking commuters into Downtown LA in the morning and out of Downtown LA in the evening. Commuting patterns and the number of people commuting into Downtown LA have changed in recent years, and there should be more of an effort to allow for easier connections during early morning, midday, and late night hours and especially on weekends. Honestly, in a lot of cases, the latest trains of the evening were not late enough in some cases, even before the recent schedule reduction. Once this kind of scheduling is in place, there should be a big marketing campaign to promote this new schedule

Response ID	Response
59114008	Please, please, please keep weekend service, at least for the more populated lines. I have never seen an AV line train empty at any time of week, people from the northern valleys in LA County really rely on Metrolink service to help connect us to the rest of the city.
59114007	Please restore some of the Oceanside service times.
59114005	I just began using Metrolink this year to get to my job near LACMA. I live in Burbank, which is badly underserved by rail, and Metrolink was the lifeline I could use to get to Union Station, where I could transfer to the LA Metro. I was looking forward to being able to connect to the extended D line for a one-transfer door-to-door trip from home to work. It has been a shock to have this service collapse just as soon as I started using it. The service cuts have rendered it nearly useless for me, as it became so difficult to plan around the infrequent departure times. I hate that the only viable option left is to drive: stuck in traffic, wasting money on gas, and adding to the congestion. And I am a person who HAS a choice. For those who don't have alternatives, this is going to be more than a disappointment, it will be devastating. Metrolink needs stable, non-patchwork funding. It needs electrification to reduce maintenance costs and improve reliability and frequency. With investment, ridership would skyrocket, just as we saw it do in the Bay Area with the electrification of CalTrain. It's awful to watch the opposite happen here: a downward spiral of disinvestment and loss. This is going to measurably harm the LA region.
59114003	Hopefully the right decision will be made without affecting too much if things change.
59114002	I would recommend cutting non peak trains in order to 1) not further cut peak trains

METROLINK

Southern California
Regional Rail Authority

Fare Policies and Procedures

Version:
13.0

Originating Unit:
CX Department

CREATED:	REVISION:	EFFECTIVE DATE:	APPROVED BY:
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2.0 PURPOSE

This document outlines the fare policies and operational practices adopted by the SCRRA Board of Directors. Fare policies and procedures on the Metrolink system are governed solely by the SCRRA Board of Directors and may be modified at any time. The term "ticket" is used throughout to incorporate all types of fare media valid for travel on Metrolink and Arrow trains unless a specific ticket type is noted with conditions pertinent to that payment medium.

3.0 FARE POLICY GOALS AND PRINCIPLES

The following fare policy goals and guiding principles, as adopted by the Bord of Directors in October of 2020, set the stage for Metrolink's Fare Policy, identifying the critical and complementary roles that ridership, financial stewardship, equity and an improved customer experience play in overarching fare strategy, policy decisions, fare products and, ultimately, Metrolink's promise to the customer.

Metrolink is committed to following Federal Transit Administration Title VI guidelines that ensure "the impacts of service and fare changes are not discriminatory and are distributed equitably to minority and low-income populations." Additionally, the Metrolink Board is committed to looking beyond baseline expectations in establishing the following goals and principles to guide fare policy decisions.

3.1 *Grow ridership*

Ridership is the primary measure for Metrolink's essential contribution to the region's mobility and the Agency's ridership recovery and growth strategy. Our fare policies should:

- Encourage sustainable ridership growth through customer-focused fare policies. These policies are cognizant of the preferences of customers of different ages, abilities and socio-economic backgrounds.
- Balance ridership growth with other goals such as financial sustainability by incorporating benefits such as increased regional mobility, reduced freeway congestion or greenhouse gas emissions into decision-making.

3.2 *Enable financial sustainability*

Financial sustainability is a precondition for providing and expanding our essential service to the community. Our fare policies should:

- Optimize fares to meet revenue targets and improve farebox recovery while acknowledging that needs for immediate revenue growth should be balanced with the need to recover, retain, and grow ridership that will lead to future revenue growth.
- Ensure fares are consistent and cost-effective to administer and enforce.
- Enable innovation and testing of new fare pilots so the Agency can nimbly respond to changing market conditions.
- Include fare discounts or premiums as a means to encourage behavior in support of the Agency's policy goals.

3.3 *Ensure equity*

Metrolink is cognizant of the diverse needs of the region's population, which includes individuals with varying economic, social, and geographic backgrounds. Our fare policy should:

- Use distance traveled as a means to calculate fare prices.
- Offer discounts for frequent usage to ensure Metrolink fares are affordable for essential workers, students, and other low income populations who depend on Metrolink on a regular basis.
- Apply discounts based on ticket type and rider type consistently across all lines.

3.4 *Enhance customer experience*

Customer experience is a key consideration for all decisions governing fare policy and fare technology. Our fare policy should:

- Ensure fare system, products, purchase, enforcement, and pricing are easy for customers to understand and use.
- Ensure fare products are designed with the needs of different customers in mind, such as commuters and leisure riders, students, visitors, and others.
- Improve regional mobility through seamless transfers and regional fare integration.

(Fare Policy Goals, adopted by the Metrolink Board of Directors, October 9, 2020)

4.0 METROLINK FARE STRUCTURE

4.1 DISTANCE-BASED FARES

In April 2004, the Metrolink Board of Directors adopted a distance-based fare structure based on driving mileage between stations. The structure was implemented in July 2005. This driving mileage-based fare structure levies a charge determined by the driving distance between the origin station and destination station. The Metrolink Board of Directors adopted this fare structure to develop and implement consistent and equitable pricing so that customers traveling the same distances pay the same price, and short trips cost less than longer trips while making the fares competitive with the cost of driving.

4.2 FARE CALCULATIONS

Metrolink fares consist of four elements: a base fare boarding charge for all tickets which includes an embedded transfer fee, a mileage charge for the distance traveled, and a ticket type multiplier.

The miles between stations are calculated using the shortest driving miles from origin to destination station. Given the unique linear and parallel configuration of various Metrolink routes, there is one exception to the driving mile equivalent calculation for interlined trips. Interlined trips that have very short driving miles (or miles shorter than the longest train leg) pay the longest distance driving mile train leg. For example, Claremont to Pomona-Downtown is five miles driving, but to get to Pomona-Downtown from Claremont on the train, the trip requires traveling into L.A. Union Station, transferring, and riding to Pomona-Downtown. As a result, the fare for this trip is based on the driving miles from Claremont to L.A. Union Station (32 miles) – which is the longest distance driving mile train leg (Pomona-Downtown to L.A. Union Station is 30 miles).

4.3 TICKET TYPES

4.3.1 ONE-WAY TICKET

One-way tickets are valid for one trip only, defined as continuous travel from the origin station to the destination station specified on the ticket.

One-way trips must be completed within five hours after purchase of the ticket on the day of purchase. Applicable discounts include: Adult, Senior,

Disabled/Medicare, Student/Youth, Active Military/Veteran, Mobility for all. One-way tickets are available only for same-day travel.

4.3.2 SOCAL DAY PASS

The SoCal Day Pass is valid for unlimited systemwide travel on the day of purchase. It expires at 3:00 am the following day to allow riders to complete their trip past midnight. The SoCal Day Pass is priced at a flat fare of $19. This price is reduced to $12 on Saturdays, Sundays, and on seven holidays (New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Day after Thanksgiving, and Christmas). Types of SoCal Day Passes sold: Adult, Senior, Disabled/Medicare, Student/Youth, Active Military/Veteran, Mobility-4-All.

4.3.2 L.A. ZONE DAY PASS

The L.A. Zone Day Pass is valid on the day of purchase for unlimited travel only between the Metrolink stations within the L.A. zone:

- Burbank Airport - North (AV Line)
- Burbank Airport - South (VC Line)
- Burbank - Downtown
- Cal State L.A.
- Commerce
- Glendale
- L.A. Union Station
- Montebello/Commerce

The L.A. Zone Pass is valid on the day of purchase and expires at 3:00 am the following day to allow riders to complete their trip past midnight. The pass is priced at a flat fare of $5 and includes EZ Pass privileges for the use of Metro and municipal buses and trains throughout Los Angeles County. No further fare discounts apply.

4.3.3 5-DAY FLEX PASS

The 5-Day Flex Pass is valid for unlimited travel between the origin and destination stations on five days within 30 days of purchase.. The 5-Day Flex Pass is priced at nine (9) one-way-trips. Applicable discounts include: Adult, Senior, Disabled/Medicare, Student/Youth, Active Military/Veteran, Mobility-4-All.

4.3.4 MONTHLY PASS

Monthly passes are valid for unlimited travel between the origin station and destination station printed on the pass during the calendar month, including on Amtrak trains under the Rail-2-Rail program. Prices for Monthly Passes are capped at a driving distance of 80 miles. A Monthly Pass also allows for unlimited systemwide weekend travel starting at 7:00pm on Friday through 11:59pm on Sunday. Monthly passes also entitle to free use of LAX Fly-Away buses. Applicable discounts include: Adult, Senior, Disabled/Medicare, Student/Youth, Active Military/Veteran, Mobility-4-All.

4.4 REDUCED AND FREE FARES

4.4.1 SENIOR DISCOUNT

For passengers 65 and older, the fare is 25% off the adult fare for Monthly passes. One-way Tickets, Day Passes, and 5-Day Flex Passes are 50% off the adult fare.

Customers purchasing a reduced senior citizen fare for Metrolink services shall carry proper photo identification cards indicating their age as 65 or older. ID cards must be shown to the fare inspector upon request.

4.4.2 ACTIVE MILITARY / VETERANS DISCOUNT

Military/Veteran Discount: One-way Tickets,SoCal Day Pass, 5-Day Flex Passes, and Monthly Passes are discounted 10% for active military with a valid Common Access Card (CAC). Veterans must present valid proof of eligibility, such as:

- Veterans ID Card
- State ID Card with Veteran designation
- Department of Defense ID Card
- DD-214 (separation from military document)
- NGB-22 (National Guard equivalent of DD-214)
- Honorable Discharge Certificate
- Statement of Service
- Reserve Separation Orders
- VA Letter

4.4.3 DISABLED/MEDICARE DISCOUNT

For passengers with a disability, the fare is 25% off the adult fare for Monthly passes. One-way Tickets, SoCal Day Passes, and 5-Day Flex Passes are 50% off the adult fare.

One Personal Care Attendant (PCA), accompanying a person with a disability, can travel without purchasing a ticket. The PCA must board and detrain with the person with a disability.

To qualify for the Disabled/Medicare discount, one of the following eligibility cards must be shown to the fare inspector upon request:

a) Los Angeles County Transit Operators Association Card (LACTOA)
b) Medicare ID card, which is red, white and blue

c) Identification card from other transit agencies - any current valid identification card issued to any person with a disability by other transit agencies within the United States shall be honored
d) DMV placard identification card
e) LA County Access Services ID Card holders ride at no cost within Los Angeles County only.

4.4.4 STUDENT/YOUTH DISCOUNT

Student/Youth fares are available to individuals with valid student identification or proof of age verifying eligibility for the youth discount. Student/Youth One-way Tickets, Day Passes, 5-Day Flex Passes, and Monthly Passes are discounted 50% from the adult fare. A valid student identification must be presented to the fare inspector upon request.

The youth fare is available for ages 6 to 17. The fare is 50% off the adult weekday fare on One-way Tickets, Day Passes, 5-Day Flex and Monthly Passes.

On Saturdays and Sundays, three children ages 17 years and under may ride free of charge with each adult using a valid ticket ("Kids-Ride-Free-On-Weekends").

4.4.5 FARES FOR CHILDREN AGES 5 AND UNDER

Up to three children ride free with an adult using a valid ticket. Additional children must have a valid fare; a student/youth discount is available at 50% off the adult fare.

4.4.6 LOW-INCOME DISCOUNT (MOBILITY-4-ALL)

To enhance equity in public transportation, the Mobility-4-All program offers eligible customers a 50% discount on any Metrolink ticket or pass with a valid California Electronic Benefit Transfer (EBT) card.

The Mobility-4-All discount may be combined with other fare discounts.

4.4.7 RECREATIONAL GROUP TICKETS

Recreational group trip tickets are sold through Metrolink administrative offices on a reservation basis for non-rush hour and weekend trains. Metrolink distributes tickets to the group traveling.

a) 15 or more persons, with a maximum of 50
b) $12.00 per person round-trip (same day travel)
c) Group ticket is valid for transfer to connecting transit
d) Reservations are required 21 days prior to travel
e) On weekends, three children aged 17 and under may travel free with an adult using a valid ticket (Kids-Ride-Free-On-Weekends).
f) Group ticket may not be valid for all trains
g) Group sales tickets are nonrefundable and nontransferable
h) A $2.50 postage/handling fee is charged per group order in addition to the $12 per-person price.

4.4.8 STUDENT/YOUTH GROUP TRIP VOUCHERS

School/youth group trip vouchers are available by reservation through the Metrolink administrative office. The tickets are provided to the group trip leader in voucher form, indicating the boarding and alighting stations, the date, time, and specific trains for the group. Additional policies include:

a) Valid for groups of students/youths aged 5-17 and/or attending K-12
b) Per person cost is $1.50 one-way and $3.00 round-trip

c) Minimum group size is 15, maximum is 150 (limited by train capacity, exceptions are granted at the discretion of the Chief Customer Experience Officer)
d) Transfers to connecting transit and use of Amtrak trains are not included
e) Minimum chaperone-to-student ratio of 1:10 is required, with a maximum ratio of 1:5; a 1:1 ratio is permitted for students/youths with disabilities
f) Chaperones must be aged 18 or older
g) All chaperones must sign and return Metrolink Safety Guidelines before a trip voucher is issued
h) Reservations must be received a minimum of six weeks prior to travel; payment must be received 30 days prior to travel
i) Travel limited to weekday trains with available capacity

4.4.9 SPECIAL PROMOTIONAL TICKETS AND DISCOUNTS

Metrolink may establish unique promotional fares and tickets for special trains, charter trains, promotions and discounts to encourage ridership.

Special promotional tickets may be sold at special events or stations for unique promotions. The Board of Directors has delegated the authority for approval of new promotional ticket and discount programs to the chief executive officer.

4.4.10 COMPLIMENTARY/TRIAL RIDE TICKETS

This section establishes the procedures and requirements governing the distribution of complimentary/trial ride tickets. SCRRA distributes a limited number of complimentary tickets each year for two principal purposes. First, to improve or enhance customer service as measured by our Quality Service Pledge, and second, as a marketing tool to increase ridership and/or promote services. As noted below, SCRRA employees are strictly prohibited from receiving complimentary/trial ride tickets for personal use or personal distribution.

4.4.11 TICKET DISTRIBUTION TO THE PUBLIC

Complimentary/trial ride tickets are provided to authorized SCRRA employees who obtain approval from their direct supervisor for distribution to passengers. Such employees must submit a completed complimentary/trial ride Fare Media Request Form to obtain tickets. This form requires, among other things, a description of the event or purpose to justify the distribution, as well as the employee's supervisor or manager's authorization.

Employees who receive the proper authorization may distribute complimentary/ trial ride tickets for the following purposes:

a) **Improve customer satisfaction-** An authorized staff member may offer a complimentary/trial ride ticket to redress any legitimate customer dissatisfaction.

b) **Promote SCRRA's services-** To promote SCRRA services, Staff may distribute complimentary/trial ride tickets to individuals targeted through a specific marketing promotion or campaign. For example, providing an introductory experience to potential new customers or educating customers as to SCRRA's services.

SCRRA Employees who receive complimentary/trial ride tickets are responsible for distributing those tickets in accordance with this policy. Under no circumstances may employees receive complimentary/trial ride tickets for personal use or personal distribution. Misuse or unauthorized distribution of these tickets is subject to disciplinary action including, but not limited to, employment termination.

4.4.12 TICKET DISTRIBUTION TO BOARD MEMBERS

At the beginning of their year term on the Board, each Board member and alternate receives one SCRRA identification card. The Board member and alternate may use their identification card to travel on SCRRA's trains. This

identification card is issued to cover public transit costs incurred as part of their official duties in SCRRA's service area.

Board members and alternates are encouraged to use Metrolink service to attend board/committee meetings. This identification card is non- transferable and SCRRA will collect this identification card when each Board member and alternate ceases service on the Board.

Individual Board members and alternates may not receive complimentary/trial ride tickets for distribution, nor may Board members and alternates receive complimentary/trial ride tickets (including any media sometimes identified as a "lifetime ticket") at any time after conclusion of their service on the Board except in accordance with this policy.

4.4.13 TICKET DISTRIBUTION TO MEMBER AGENCIES

Member Agencies may request complimentary/trial ride tickets to promote SCRRA services consistent with this policy. The Member Agency must obtain approval from SCRRA's Manager, Marketing and Sales by submitting the Member Agency Fare Media Request Form. Member Agency staff may distribute complimentary/trial ride tickets to individuals targeted through a specific marketing promotion or campaign as per this policy. Member Agencies are required to track the distribution of complimentary/trial ride tickets.

4.4.14 LAW ENFORCEMENT OFFICERS

Metrolink allows uniformed law enforcement officers to ride free of charge if the officer meets all the following criteria:

a) Has peace officer status under California Penal Code 832
b) Presents their valid photo ID card issued by their law enforcement agency during regular fare inspections or at the request of any Metrolink fare verifier

c) Wears a Class A agency-authorized uniform that includes an agency ID card, metal badge, baton and holder, metal name plate, rank insignia on uniform shirt, service weapon, gun belt and holster

This fare-exempt policy is restricted to law enforcement officers wearing a Class A uniform only. Class B uniforms are not acceptable, which include, but are not limited to:

a) Raid jackets
b) Flight suits or jump suits
c) Polo or golf shirts
d) Washable cotton/polyester blend uniforms similar in appearance to a Class A uniform

In addition, Metrolink requires law enforcement officers who are riding free under this policy to:

a) Take appropriate law enforcement action when they observe criminal activity or when asked by a citizen or Metrolink employee
b) Respond accordingly in the event of a rail-related incident or accident
c) Relinquish their seat to a paying customer on crowded trains

5.0 CONDITIONS OF USE

5.1 FARE PAYMENT

5.1.1 PROOF-OF-PAYMENT SYSTEM

Metrolink operates on a proof-of-payment system in which every passenger (unless otherwise noted in this fare policies and procedures document) is required to show a valid proof of payment prior to boarding the train. Tickets are not sold on board the trains.

Fare verification may be performed on board any train or station platform by Metrolink conductors, Los Angeles County sheriff deputies,and other authorized personnel . All passengers are required to provide proof of valid fare and valid identification to allow eligibility verification when requested by the fare verifiers. Fare inspections will be performed regularly and randomly to verify that passengers are in possession of valid fare. Passengers without valid fare are subject to ejection from train or citation and fine in accordance with California Penal Code Sections 587c and 640b. Passengers who refuse or are unable to produce a valid ticket may be asked to produce valid identification including name and current address.

5.1.2 TICKET VENDING DEVICES

All Metrolink stations have Ticket Vending Devices (TVDs) that sell all ticket types except group travel vouchers and tickets.

5.1.3 CORPORATE PARTNER PROGRAM

Monthly, 5-Day Flex, SoCal Day passes, and One-way Tickets are distributed via Corporate Quick Card or the mobile app for employees of participating companies.

5.1.4 MOBILE APP TICKETS

All ticket types are available for purchase on the Metrolink mobile app. And must be purchased prior to boarding the train. The mobile app is available for both Android and iOS platforms.

5.1.5 CONTACTLESS PAYMENTS (OPEN LOOP)

Contactless payments may be available on certain Metrolink lines by allowing customers to pay for their trip by tapping a validator with their credit/debit card or digital wallet at the start and end of their one-way trip.

5.1.6 METROLINK TICKET WINDOW

In addition to Ticket Vending Devices, there are two Metrolink ticket sales windows at Los Angeles Union Station. Business hours may be limited.

5.1.7 CITY HALL

Metrolink fare products may also be available for purchase at select city halls.

5.2 TRANSFERS TO OTHER TRANSIT SERVICES

The Metrolink fare structure includes a transfer to participating connecting transit operator services, thus allowing for a seamless transfer from Metrolink to other transit services. Metrolink has entered into transfer agreements with area transit operators to make it easy for customers to use bus services by simply presenting their Metrolink ticket to the driver of the connecting transit. A list of participating transit agencies is available on the Metrolink website (Metrolinktrains.com).

Metrolink fare media are part of L.A. County's EZ Pass program and are accepted as valid fare on all Metro Rail and most buses throughout Los Angeles County. Metrolink riders who transfer to Metro Rail in L.A. County must scan their Metrolink ticket at fare gates at Metro Rail stations. Valid fare media include Monthly Passes for the current month; 5-Day Flex Pass, SoCal Day Pass, L.A. Zone Pass for same day travel only. One-way Tickets are valid only within 5 hours of purchase as indicated by the time marked on the ticket.

Some additional restrictions and transfer charges may apply to specific connecting transit operators in accordance with the individual transfer agreements.

5.3 ANIMALS

5.3.1 SERVICE ANIMALS

Service animals traveling with passengers with disabilities shall be transported without additional charge. Service animals in training are permitted on trains. Trainers of service animals are fare exempt when engaged in training activities.

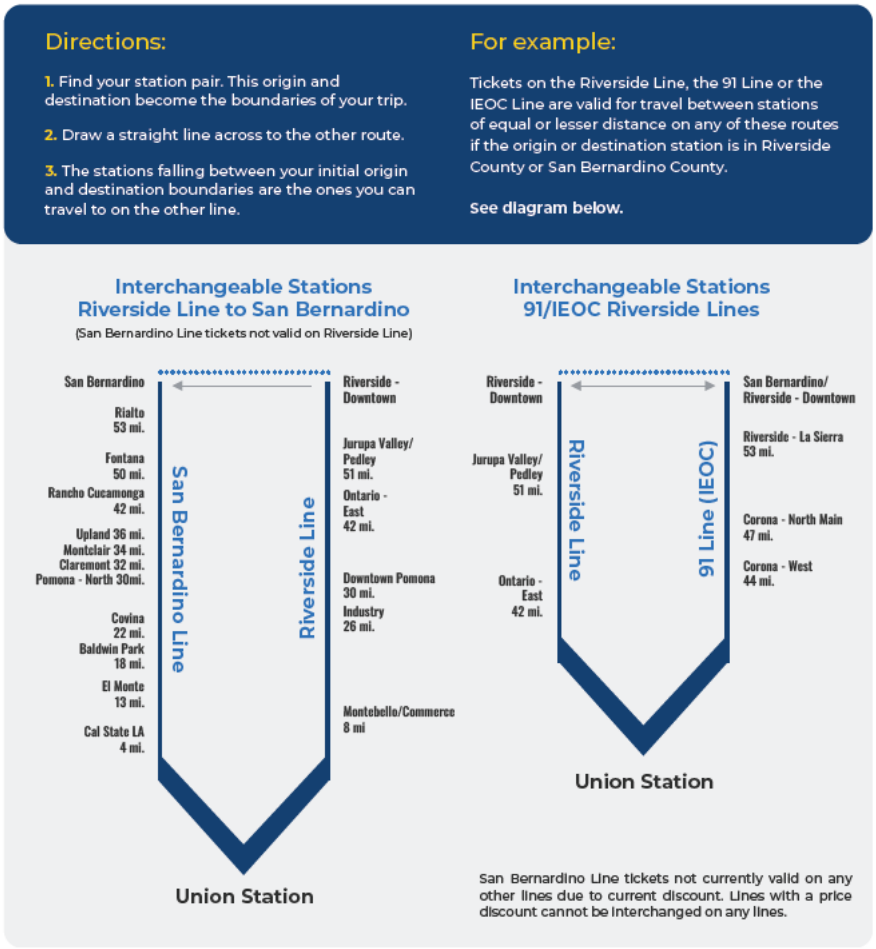
5.3.2 OTHER ANIMALS

At no additional cost, a passenger may carry a small dog or other pet enclosed in a suitable animal carrier or crate that fits on the passenger's lap or under the seat.

5.4 SPECIAL FARE REGULATIONS

Multi-Line tickets and reciprocal stations:

1) Tickets for either the San Bernardino Line or Riverside Line are valid for travel between stations of equal or lesser distance on either line. 2) Tickets on the Riverside Line, the 91 Line or the IEOC Line are valid for travel between stations of equal or lesser distance on any of these routes if the origin or destination station is in Riverside County or San Bernardino County. Connecting Stations: Connections between Metrolink trains can be made at Los Angeles Union Station, downtown Burbank, Fullerton, Glendale, Orange, Riverside, San Bernardino, San Juan Capistrano, Santa Ana and Tustin.



5.5 SPECIAL TRAINS

Metrolink from time to time operates special trains beyond the standard operating schedule. Unique fares may be established for special trains. These unique fares and tickets may be sold either through the Ticket Vending Devices, by mail, the Metrolink App, or another form. In some instances, such as charter trains, all fares must be prepaid and passengers may not be required to have tickets.

5.6 AMTRAK TICKETS- RAIL 2 RAIL PROGRAM

Amtrak Pacific Surfliner Monthly Passes are valid on any Metrolink train, within the origin and destination station limits on their Amtrak ticket as part of the Rail 2 Rail program.

Metrolink Monthly Pass holders may ride any Amtrak Pacific Surfliner train within the origin station and destination station of their pass (some blackout dates apply).

Any Metrolink fare media valid for travel between Los Angeles Union Station and the Burbank Airport-South Station is accepted on Amtrak Pacific Surfliner trains in this segment.

Any Amtrak fare media valid for travel between Los Angeles Union Station and Bob Hope Burbank Airport is accepted on Metrolink trains in this segment. Amtrak Codeshare service trains as part of the Rail 2 Rail program will accept all Metrolink ticket types, except group trip vouchers. All trains on the Ventura County Line are codeshare trains.

5.7 BICYCLES

Passengers can bring a bicycle with them at no charge and without prior reservation. Guidelines and exclusions are available on the Metrolink website Metrolinktrains.com.

5.8 METROLINK SUPPLEMENTAL INSTRUCTIONS

Additional operational procedures governing fare policy implementation and enforcement are described in the Metrolink Supplemental Instructions published

by the Operations Department for train operating crews. The Supplemental Instructions are incorporated by reference into this schedule of fare policies and procedures. The policies enumerated in this Fare Policies and Procedures document take precedence over directives and guidance in the Metrolink Supplemental Instructions publication.

6.0 QUALITY SERVICE PLEDGE (QSP)

6.1 MONTHLY PASS COMPENSATION

6.1.1 Chronic Delays

When average on-time performance of a line falls below 85% for a calendar month, SCRRA will offer a Monthly Pass at a discount of 25% valid in a subsequent month. A train is defined as “on time” when it arrives at its end point within less than six minutes of the scheduled arrival time.

The monthly on-time performance of a line is calculated within three working days of the end of the month. Discounted monthly passes are sold during the regular pass sales period. Monthly passes can be purchased from the 25th of the prior month through the 14th of the month the pass is valid for.

For example, poor on-time performance in March would trigger sale of a discounted Monthly Pass during a subsequent month.

6.1.2 Extensive Delay: One-Time Incident

An extensive delay is a delay to riders exceeding one hour from the published train schedule. Upon request, ticket and pass holders are eligible to receive replacement trip voucher(s) with a one-year expiration. The ticket holder must submit proof of valid fare for the location and time of the incident to be eligible for a replacement ticket. Requests for compensation under the Quality Service Pledge must be received within 60 days of the date of the incident.

6.1.3 Exclusions for Compensation or Reimbursement

Train delays caused by temporary operating schedules, including planned disruptions, are not eligible for compensation or reimbursement for self-service transportation.

6.1.4 Sole Authority

Metrolink has sole authority to grant exceptions to the compensation policy and reserves the right to deny a claim for compensation that does not meet the criteria herein.

6.2 RIDE PROMISE

If a Metrolink train experiences an unplanned disruption that delays our passengers, Metrolink will make every attempt to restore train service or provide alternative transportation to get riders to their destination stations. If Metrolink cannot provide alternative transportation within 60 minutes of the Metrolink train's scheduled departure time, passengers can be reimbursed for their out-of-pocket costs for self-service transportation, not to exceed $50.00 per passenger.

Reimbursement is based on the passengers' submission of their original dated receipt from the transit provider (taxi, third-party rideshare company, such as Uber or Lyft, rental car), as well as proof of Metrolink fare valid for the date and time of the disruption. Luxury or premium vehicles are excluded and are not eligible for reimbursement. Reimbursements will only be paid to the owner(s) of the credit card(s) listed on the receipt, and driver tip reimbursement will be limited to 15% of the ride fare. Reimbursements for multi-riders will be based on the information listed on the receipt (split payments). Payments for fuel are not reimbursable. Passengers who use or refuse the Metrolink-provided alternate transportation solution will not be eligible for reimbursement. This also applies to trains that are inoperable due to incidents or mechanical issues.

Causes and length of disruptions vary. When a disruption occurs, Metrolink immediately assesses the situation and takes steps towards recovering service as close to the published timetable as possible. There are various steps required to clear a scene, including assessment by first responders, including Metrolink personnel, law enforcement, and/or fire, securing alternate transportation, coroner response (if applicable), cleanup crew response (if applicable), and/or coordination with freight dispatching (if applicable). If rescue service is needed, staff will make every attempt to secure alternate transportation arriving within an hour or less of the time the train stops. Alternative transportation solutions such as replacement train service (Metrolink or Amtrak), bus bridge service (private motor coach and/or public transit operators), and taxi, Uber, or Lyft are all considered.

6.2.1 Definitions

Alternative Transportation

Transportation that replaces regular Metrolink train service. This may include, but it is not limited to another Metrolink train, an Amtrak train, bus bridge, van, taxi, rideshare service such as Lyft, or other charter operator, and is at Metrolink's discretion. Valid Metrolink tickets will be accepted on alternative transportation, including trains on other Metrolink lines.

Driver Tips

Any amount paid to a driver in excess of the fare and required fees. Tips shall be reimbursed at no more than 15% of the ride fare. Tips must be reflected on the receipt.

Luxury or Premium Vehicles

Any rental or rideshare of a high-end vehicle, including premium rental cars, Lyft Lux, Lyft Premier, Uber Lux, Uber Black, etc.

On-Time Service

Train arrives at its final destination within five minutes of the published arrival time.

Scheduled Connections

Ten minutes between a Metrolink train's published arrival time and the connecting Metrolink train's published departure time at the same station.

Self-Service Transportation

Taxi, shuttle, TNCs/Transportation Network Companies (i.e. Uber, Lyft), rental cars. Luxury or premium vehicles are excluded.

Temporary Operating Schedules

When Metrolink's published train schedule is modified to allow planned construction work, maintenance, or special event train service.

6.3 TICKET REFUNDS

Metrolink tickets are non-refundable and non-replaceable. In select cases, refunds may be issued upon review. Refund requests must be submitted online to Metrolink's administrative offices.

7.0 FARE POLICY CHANGES

METROLINK will conduct a fare equity analysis for all increases or decreases in fares, fees or eligibility, or to the availability of fare media. In order to address the mandates in Title VI of the Civil Rights Act of 1964, as well as the Environmental Justice (EJ) provisions in Presidential Executive Order 12898, Metrolink will evaluate the impact of the fare policy change on protected populations and determine if the proposed fare change will result in a disparate impact for minority populations or in a disproportionate burden for low income populations.

7.1 PUBLIC PARTICIPATION

Metrolink's Public Participation Plan describes the techniques and methodologies used for soliciting and considering public input during the deliberation of fare changes. The program will be updated at least every three years, as appropriate in coordination with other Title VI policies.

7.2 CHRONOLOGY OF FARE POLICY CHANGES

7.2.1 PROCEDURAL HISTORY

Adopted September 26, 2003

Revision 1 July 1, 2004

Revision 2 July 1, 2005

Revision 3 July 1, 2007

Revision 4 July 1, 2010

Revision 5 July 1, 2011

Revision 6 July 1, 2012

Revision 7, July 1, 2013

Revision 8, April 11, 2014

Revision 9, May 9, 2014

Revision 10, January 1, 2016

Revision 11, July 1, 2016

Revision 12, March 24, 2017

Revision 13, June 26, 2026

7.2.2 BOARD ACTIONS CHRONOLOGY

A chronology of prior Board proceedings on the key elements of fare policies and procedures includes the following actions:

1992

- Approval of an 11- mile based zoned fare structure; the ticket types (monthly, 10-trip, round-trip and one-way), the ticket pricing structure; the fare categories which include: adult, senior/disabled, student, and youth; and the initial fare zone map with station designations
- Approval of a fare evasion policy
- Approval of a fare inspection policy
- Approval of fare exemption policy
- Authorization to execute interagency transfer agreements for transit transfers

1993

- Implementation of the off-peak fare policy
- Approval of changes in the fare structure to cap the zones at seven, and establish the Union Station zone discount
- Approval of the student group fare policy
- Approval of revisions to the zone map for start-up of the Orange County Line service and discounted fare zone designation for travel north from the Fullerton station
- Approval of ticket reciprocity between the San Bernardino Line and the Riverside Line
- Approval of a 25% December Monthly Pass discount

1994

- Approval of revisions to the zone map to split the zone for the Burbank Station
- Approval of discounted fare zone designation for the Northridge and Camarillo stations on the Ventura County Line

- Approval of temporary (earthquake-related emergency) discounted fares for Monthly Passes on the Antelope Valley Line and the Ventura County Line
- Continuation of ticket reciprocity between the San Bernardino Line and the Riverside Line
- Continuation of zone discounts for the Lancaster and Vincent Grade/Acton stations on the Santa Clarita Line
- Approval of revisions to the college pass program to discount 10-trip tickets in addition to monthly passes by 25% for participants
- Continuation of the December Monthly Pass discount

1995

- Continuation of the December monthly pass discount on an on-going basis

1996

- Approval of revisions to the fare-exempt policy regarding law enforcement officers

1998

- Approval of fare adjustment program to increase fares by 4% in 1998, 2000 and 2002

1999

- Approval of a transit pass discount policy and program for Welfare to Work
- Revisions to the school group policy fare

2000

- Approval of temporary fare policy changes to offer one-time discounts on Monthly Passes and 10-trips on the Riverside and Ventura County Lines due to service related issues

- Approval of the recreational group travel fare pricing structure and procedures
- Confirmation of a 4% fare increase beginning July 1, 2000
- Approval of modification to the fare policy to eliminate the transfer upgrade ticket

2001

- Approval of the Rider Compensation Policy and Quality Service Pledge
- Planning and Finance Committee approval of Proposed Policy for Fare Increase or Service Reduction

2002

- Approval of a split zone designation for the Burbank Airport station
- Approval of a 4% fare increase and a supplemental security fee of 1% beginning July 1, 2002
- Authorization of the Rail-2-Rail demonstration program
- Approval of the zone discount and zone placement of the North Main Corona station

2003

- Authorization for Metrolink participation in the EZ Transit Pass Program in Los Angeles County (Interagency transfers)
- Approval of Fare Policies and Procedures Document that modified:

a) the policy on fare exemptions for children ages five and younger – allowing up to three ride for free

b) the addition of a public outreach policy for fare changes

2004

- Approval of proposal to restructure fares using driving miles between stations & increase cost of 10-Trip Ticket phased in over 10 years, and a 3.5% across-the-board fare increase for FY2004-05 & FY2005-06 for public outreach & comment. Pending final approval in late spring 2004

- Approval of public outreach plan for fare change: 4% July 2004 and begin restructuring July 2005 at 3.5% system-wide average increase
- Public Hearing on and approval of proposed 4% fare increase for July 2004 and start of restructuring July 2005
- Approval of contract with Access Services Inc. (ASI) to allow ASI certified riders to ride without a ticket, using their Access ID card as fare media, with ASI paying SCRRA a flat rate for each ASI rider

2005

- Approval of public review process for proposed 4.5% system-wide average fare increase starting July 1, 2005 and elimination of weekday off peak fares (except for Seniors/Disabled)
- Approval of a change in the Quality Service Pledge for discounts on Monthly Passes for poor on-time performance
- Restructuring phase 1 of 10

2006

- A public review process for proposed fare increase between 3.5% and 7.5% beginning July 1, 2006
- Approval of a system-wide average fare increase of 5.5% beginning July 1, 2006 with the option to increase fares mid-year of up to an additional 2% system-wide average should the budget require additional fare revenue
- Approval of a special compensation program for Riverside Line Monthly Pass riders for the lousy service in Feb and March offering a 50% discount on May 2006 monthly pass purchases. The offer restricts use of the discounted pass to the Riverside Line only, no reciprocity rights.
- Approval of a special promotional fare for the introduction of Orange County Line weekend service and expanded IEOC Summerlink service. 50% discount off the adult weekday fare for all riders on IEOC and OC Line weekend service for a six month promotional period
- Restructuring phase 2 of 10

2007

- A public hearing on a proposed fare increase of 3.5% average for 2007, 2008 and 2009 that also discontinues the special promotional fare of 50% off adult weekday fares for weekend riders on the OC and IEOC lines
- Approval of the fare increase of a system-wide average of 3.5% beginning July 2007, July 2008 and July 2009
- Approval of a promotional Consignment Ticket Sales program and rates for the 2007 summer and a clarification to the Fare Policies & Procedures Guidelines that enumerates that the CEO has discretion to establish promotional fares and tickets
- Restructuring phase 3 of 10

2008

- Proposal to increase fares for group travel program to $10.00 for a Round-Trip Ticket and increase the minimum group size to 15 people
- Public Hearing on and approval of proposal to increase fares an additional 4% above a previously approved 3.5% increase, for a total average of 7.5% increase, and to increase group travel fares to $10.00
- Approval of a new weekend fare product priced at $29.00 for four people traveling together
- Restructuring phase 4 of 10

2009

- On July 1, 2009 a 3.5% fare increase became effective
- Restructuring phase 5 of 10

2010

- On July 1, 2010 the following became effective:
  - A system-wide average fare increase of 6%
  - Round-Trip Tickets: Round-Trip Tickets equal the price of two One- Way Tickets.
  - 10-Trip Tickets: All 10-Trip Tickets are valid for 45 days only. The 10-Trip Ticket discount equal 5% below the cost of 10 one-way equivalents.
  - Weekend Discounts: Youth, Friends and Family Four Pack, Student/Military and Senior/Disabled are the only discounted tickets on

the weekend. One-Way and Round-Trip Youth tickets are discounted 25%
  - Student Discounts: Student 10-Trip or Monthly Pass tickets are now available through the TVM at a discount of 10%. Anyone with a valid Student Identification can purchase a discounted ticket through the TVM. This discount is not available on One-Way or Round-Trip tickets.
  - Senior/Disabled Discount: The Senior/Disabled discount on the Monthly Pass and 10-Trip ticket is reduced from 50% to 25% discount. Senior/Disabled One-Way and Round-Trip tickets remain unchanged at 50% off
  - Military Discount: One-Way and Round-Trip tickets are discounted 10% for active military who have a valid Common Access Card (CAC) identification
  - Group Tickets: Group tickets are available for $11.00 per person round trip for same day travel. This does not apply to school trips.
  - Promotional Round-Trip special ticket (2-Trip Ticket): Marketing and Development started utilizing a Round- Trip special ticket for Marketing campaigns and promotions. This is a free promotional ticket valid for two one-way trips for one individual.
  - 80 mile cap: One-Way, Round-Trip and 10-Trip tickets no longer have an 80-mile cap on long distance fares. The 80-mile cap remains for the Monthly Pass
  - Restructuring phase 6 of 10

2011

- The Board gave staff the authority to eliminate the 10-trip ticket- implementation never occurred in 2011 due to Corporate Quick Card launch
- No fare increase occurred and no restructuring took place
- Introduced student discount of 10% off to One-Way and Round-Trip tickets on July 1
- On July 1, 2011:
  - Launched the Weekend Pass
  - Launched the 7-Day Pass

2012

- Implemented a 7% system-wide average fare increase on July 1, 2012
- Did not increase the Weekend Pass fare of $10
- Group trip rate increased from $11 to $12 effective July 1, 2012

- Eliminated Amtrak 10-trip on Metrolink trains as part of the Rail 2 Rail program
- Restructuring phase 7 of 10

2013

- Implemented a 5% system-wide average fare increase on July 1, 2013
- Modified the Weekend Pass to a Weekend Day Pass, good for system- wide travel on EITHER Saturday or Sunday priced at $10. Monthly Pass holders can still ride system-wide starting at 7 p.m. on Friday through Sunday at 11:59 p.m.
- Changed the Personal Care Attendant Free Ride Policy to require PCAs to obtain a Metrolink identification card priced at $25 for the first PCA to

  $10 for every subsequent PCA. Implementation of this new program will occur in FY 14

- Introduced new TAP enabled Metrolink ticket stock and reduced the window for Monthly Pass purchases from the 25th to the 5th of every month
- Increased the student discount from 10 to 15%
- Group trip pricing remains at $12 as per the 2008 policy
- Eliminated OCTA's OCLink Pass
- Restructuring phase 8 of 10

2014

- Reinstated PCA Free Ride Policy and eliminated PCA I.D. card
- Restructuring phase 9 of 10
- Added Service Standards, Vehicle Assignment and Major Service Change Policies

2015

- Restructuring phase 10 of 10 occurred on July 1, 2015
- On July 1, 2015, the Antelope Valley Line Fare Reduction Pilot Program commenced. The program included a 25% discount on all fares for stations on the Antelope Valley Line only and a $2 station to next station fare to encourage short distance trips. On July 1, 2015 the student

discount was increased from 15% to 25%, creating the student/youth consolidated discount at 25% off an adult fare for all ticket types.

- The Board of Directors voted make permanent the 25% fare reduction as part of the Antelope Valley Line Fare Reduction Pilot Program, however, the $2 station to next station fare pilot promotion expired on December 31, 2015.

2016

- On January 1, 2016 a pilot commenced to discount short distance trips system-wide. Pricing was set for $3 from one station to the next consecutive station for a maximum of two stations.
- Mobile ticketing was piloted on the IEOC line in March and a full system-wide deployment launched on March 31, 2016. A temporary refund policy was initiated for mobile tickets purchased by accident that will expire once the optic readers are installed on Metro Rail gates.
- Riverside County Transportation Commission (RCTC) launched pilot promotional fares for the opening of the Perris Valley Line extension on June 6, 2016. Those discounts include:
  - 10% discount from any of the new four stations on the Perris Valley Line extension
  - Lower station pair combinations in Riverside County only to a maximum of $10. (Lowest price prevails based on other fare promotions and policies)
- San Clemente Pier was added to the fare table on June 6, 2016. The fares for the San Clemente Pier were mirrored for San Clemente for 7-Day and Monthly Passes because there is no weekend service at the San Clemente Pier station. One-way, round-trip and Weekend Day Passes were calculated using the mileage formula.
- On July 1, 2016 the $3 station to next station pilot promotion expired.
- On July 1, 2016 short distance fares were discounted permanently for trips 20 miles in length or shorter. This is an effort to encourage more localized travel on Metrolink.
- On October 28, 2016 the Board of Directors made revisions to the Quality Service Pledge and Ride Promise portion of this policy.

- The RCTC promotional fares that were initiated on June 6, 2016 officially ended on December 6, 2016 after a six month pilot.
- RCTC launched new promotional fares on December 7, 2016. All ticket types are discounted by 25% for trips to or from the four new Perris Valley extension stations.

2017

- On March 24, 2017, service policies and Title VI policies were removed from the Fare Policies and Procedures document and spun off into their own documents. There were no changes to the content of the policies.

2018

- On February 9, 2018, the Board of Directors approved to make the 25% fare reduction permanent for the Perris Valley Line.
- On May 11, 2018, the Board of Directors approved the 25% fare reduction pilot for the San Bernardino Line for an initial period of six months effective July 1, 2018
- On November 2, 2018, the Board of Directors approved to make the 25% fare reduction permanent for the San Bernardino Line

2019

- On April 5, 2019, an administrative change was made to the fare policy to remove the 4-Trip tickets that has been discontinued

2020

- On October 23, 2020, the Board approved Fare Policy Goals and Guiding Principles.

2021

- On February 26, 2021, the Board approved the 5-Day Flex Pass and the "Kids Ride Free on Weekends" program as part of Metrolink's regular fare structure.

2022

- On September 23, 2022, the Board approved the 10-Day Flex Pass program as part of Metrolink's regular fare structure.

2023

- On July 28, 2023, the Board approved the Mobility-4-All program which provides a 50% fare discount for low-income individuals with an EBT card.

2026

- On July 26, 2026, the Board adopted changes to the Metrolink fare policy which include:
  a) Discontinuing the Round-trip Ticket, 7-Day Pass, and 10-Day Flex Pass.
  b) Introducing a weekday version of the Weekend Day Pass for weekdays, and re-branding of both as “SoCal Day Pass”.
  c) Introducing the L.A. Zone Day Pass for travel only between LA Union Station, Glendale, Burbank Downtown, Burbank Airport North/South, Cal State LA, Commerce, and Montebello.
  d) Introducing a discount for military veterans, and making all current ticket types eligible for active military and veterans discount.
  e) Making all discounts eligible for the SoCal Day Pass.
  f) Raising the student fare discount to 50% from the regular 25%.
  g) Removing inconsistencies in ticket validity periods and extending the expiration of the One-way Ticket from 3 hours to 5 hours after purchase.
  h) Raising the price of the One-way Ticket by 14%, and raising the price of the SoCal Day Pass from $15 to $19 on weekdays, and from $10 to $12 on weekends.

METROLINK.
SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
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~~***Southern California Regional Rail Authority Fare Policies and Procedures***~~

~~**TITLE:** *Fare Policies and Procedures*~~	~~**NO.** 12.1~~
~~**ORIGINATING UNIT:** Finance Department~~	
	~~**REVISION:** 13~~

Southern California
Regional Rail Authority

Fare Policies and Procedures

Version:
13.0

Originating Unit:
CX Department

CREATED:	REVISION:	EFFECTIVE DATE:	APPROVED BY:
09/26/2003	06/26/2026	July 1, 2026	Board of Directors

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2.0 PURPOSE

This document outlines the fare policies and operational practices adopted by the SCRRA Board of Directors. Fare policies and procedures on the Metrolink system are governed solely by the SCRRA Board of Directors and may be modified at any time. The term "ticket" is used throughout to incorporate all types of fare media valid for travel on Metrolink and Arrow trains unless a specific ticket type is noted with conditions pertinent to that payment medium.

~~1.0 PROOF-OF-PAYMENT SYSTEM~~

~~Metrolink operates on a proof-of-payment system in which every passenger (unless otherwise noted in this fare policies and procedures document) is required to possess a valid Metrolink ticket prior to boarding the train. Tickets are not sold on board the trains.~~

~~Fare verification may be performed on board any train by Metrolink conductors, Los Angeles County sheriff deputies, Los Angeles County Sheriff's Department Law Enforcement Technicians (LETs), and Customer Engagement Representatives. All passengers are required to provide proof of ticket purchase and valid identification to allow eligibility verification when requested by the fare verifiers. Fare inspections will be performed regularly and randomly to verify that passengers are in possession of valid tickets. Passengers without a valid ticket are subject to citation~~

~~and fine in accordance with California Penal Code Sections 587c and 640b. Passengers who refuse or are unable to produce a valid ticket may be asked to produce valid identification including name and current address.~~

3.0 FARE POLICY GOALS AND PRINCIPLES

The following fare policy goals and guiding principles, as adopted by the Bord of Directors in October of 2020, set the stage for Metrolink's Fare Policy, identifying the critical and complementary roles that ridership, financial stewardship, equity and an improved customer experience play in overarching fare strategy, policy decisions, fare products and, ultimately, Metrolink's promise to the customer.

Metrolink is committed to following Federal Transit Administration Title VI guidelines that ensure "the impacts of service and fare changes are not discriminatory and are distributed equitably to minority and low-income populations." Additionally, the Metrolink Board is committed to looking beyond baseline expectations in establishing the following goals and principles to guide fare policy decisions.

3.1 *Grow ridership*

Ridership is the primary measure for Metrolink's essential contribution to the region's mobility and the Agency's ridership recovery and growth strategy. Our fare policies should:

- Encourage sustainable ridership growth through customer-focused fare policies. These policies are cognizant of the preferences of customers of different ages, abilities and socio-economic backgrounds.
- Balance ridership growth with other goals such as financial sustainability by incorporating benefits such as increased regional mobility, reduced freeway congestion or greenhouse gas emissions into decision-making.

3.2 *Enable financial sustainability*

Financial sustainability is a precondition for providing and expanding our essential service to the community. Our fare policies should:

- Optimize fares to meet revenue targets and improve farebox recovery while acknowledging that needs for immediate revenue growth should be balanced with the need to recover, retain, and grow ridership that will lead to future revenue growth.
- Ensure fares are consistent and cost-effective to administer and enforce.
- Enable innovation and testing of new fare pilots so the Agency can nimbly respond to changing market conditions.
- Include fare discounts or premiums as a means to encourage behavior in support of the Agency's policy goals.

3.3 *Ensure equity*

Metrolink is cognizant of the diverse needs of the region's population, which includes individuals with varying economic, social, and geographic backgrounds. Our fare policy should:

- Use distance traveled as a means to calculate fare prices.
- Offer discounts for frequent usage to ensure Metrolink fares are affordable for essential workers, students, and other low income populations who depend on Metrolink on a regular basis.
- Apply discounts based on ticket type and rider type consistently across all lines.

3.4 *Enhance customer experience*

Customer experience is a key consideration for all decisions governing fare policy and fare technology. Our fare policy should:

- Ensure fare system, products, purchase, enforcement, and pricing are easy for customers to understand and use.
- Ensure fare products are designed with the needs of different customers in mind, such as commuters and leisure riders, students, visitors, and others.
- Improve regional mobility through seamless transfers and regional fare integration.

(Fare Policy Goals, adopted by the Metrolink Board of Directors, October 9, 2020)

4.0 METROLINK FARE STRUCTURE

4.1 DISTANCE-BASED FARES ~~(FARE RESTRUCTURING)~~

In April 2004, the Metrolink Board of Directors adopted a distance-based fare~~-pricing~~ structure ~~,~~

based on driving mileage between stations. The structure was implemented in July 2005. This driving mileage-based fare structure levies a charge determined by the driving distance between the origin station and destination station. The Metrolink Board of Directors adopted this fare structure to develop and implement consistent and equitable pricing so that customers traveling the same distances pay the same price, and short trips cost less than long trips.longer trips while making the fares competitive with the cost of driving.

To implement this pricing structure, the Board approved a plan to phase in restructuring over a ten-year period with annual fare adjustments to minimize the incremental price increase for any one customer.

4.2 FARE CALCULATIONS

Metrolink fares consist of

The formula to calculate ticket prices includes four elements: a base fare boarding charge for all tickets, the ticket type multiplier, a which includes an embedded transfer fee and, a mileage charge for the distance traveled. Each of the four Metrolink ticket types has a unique base fare charge and ticket type multiplier. For instance, the Monthly Pass ticket multiplier is 32; the Round Trip Ticket multiplier is 2; and it is 1 for the One-Way Ticket. Using this formula, the Monthly Pass is the best value – offering the lowest price per trip., and a ticket type multiplier.

The miles between stations are calculated using the shortest driving miles from origin to destination station. Given the unique linear and parallel configuration of various Metrolink routes, there is one exception to the driving mile equivalent calculation for interlined trips. Interlined trips that have very short driving miles (or miles shorter than the longest train leg) pay the longest distance driving mile train leg. For example, Claremont to Pomona-Downtown is five miles driving, but to get to Pomona-Downtown from Claremont on the train, the trip requires traveling into L.A. Union Station, transferring, and riding to Pomona-Downtown. As a result, the fare for this trip is based on the driving miles from Claremont to L.A. Union Station (32 miles) – which is the longest distance driving mile train leg (Pomona-Downtown to L.A. Union Station is 30 miles).

There is no maximum mileage charge for the distance traveled for One-Way, Round-Trip and 7-Day tickets. The maximum cap for a Monthly Pass is 80 miles.

In 2012, the Board of Directors waived the requirement to restructure for the 2011 calendar year and extended the deadline to complete restructuring by 2015.

Reference 36.0 Board Actions Chronology for restructuring phases.

4.3 TICKET TYPES

4.3.1 ONE-WAY TICKET

~~1.1~~ One-~~Way Tickets~~

~~One-Way Tickets~~way tickets are valid for one trip only, defined as continuous travel from the origin station to the destination station specified on the ticket.

One-way trips must be completed within ~~three~~five hours after purchase of the ticket on the day of purchase~~ - the expiration time and date is displayed~~

on the ticket. Types of one-way tickets sold: adult, senior/disabled. Applicable discounts include: Adult, Senior, Disabled/Medicare, student/youth, and military.

Future dated One-Way Paper Tickets do not need to be completed within three hours after purchase and are valid on the date that is printed on the front of the ticket. Future dated Paper tickets may be purchased one year in advance.

1.2 Round-Trip Tickets

Round-Trip Tickets are valid Student/Youth, Active Military/Veteran, Mobility for two tripsall. One-way tickets are available only, from and to the origin station and the destination station marked on the ticket. The first leg of a Round-Trip Ticket is valid for three hours from purchase. The return ticket is valid for travel anytime on the same-day as the first leg of the trip or until 3:00 a.m. the following day. Types of Round Trip Tickets sold: adult, senior/disabled/Medicare, student/youth, and military. Round-Trip Tickets are priced to equal two One-Way Ticketstravel.

Future dated Round-Trip paper Tickets do not need to be completed within three hours after purchase and are valid on the two dates printed on the ticket. Future dated paper tickets may be purchased one year in advance.

1.3 7-Day Pass

4.3.2 SOCAL DAY PASS

The 7-SoCal Day Pass is valid for unlimited systemwide travel between origin and destination stations for seven consecutive days within the date range printed on the fronton the day of the ticket.purchase. It expires at 3:00 am the following day to allow riders to complete their trip past midnight. The 7-SoCal Day Pass is priced at 3.5 round- trips. a flat fare of $19. This price is reduced to $12 on Saturdays, Sundays, and on seven holidays (New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Day after Thanksgiving, and Christmas). Types of 7-SoCal Day Passes sold: adult, senior/disabledAdult, Senior, Disabled/Medicare and student/youth., Student/Youth, Active Military/Veteran, Mobility-4-All.

1.4 Weekend Day Pass

4.3.2 L.A. ZONE DAY PASS

The WeekendL.A. Zone Day Pass is valid on all operating the day of purchase for unlimited travel only between the Metrolink lines on either Saturday or Sundaystations within the L.A. zone:

- Burbank Airport - North (AV Line)
- Burbank Airport - South (VC Line)
- Burbank - Downtown
- Cal State L.A.
- Commerce
- Glendale
- L.A. Union Station
- Montebello/Commerce

The L.A. Zone Pass is valid on the day of purchase and expires at 3:00 am the following day to allow riders to complete their trip past midnight. The pass is priced at a flat fare of $5 and includes EZ Pass privileges for the weekend date printed on the front of the ticket. There are no additionaluse of Metro and municipal buses and trains throughout Los Angeles County. No further fare discounts that apply to this ticket type..

4.3.3 5-DAY FLEX PASS

The 5-Day Flex Pass is valid for unlimited travel between the origin and destination stations on five days within 30 days of purchase.. The 5-Day Flex Pass is priced at nine (9) one-way-trips. Applicable discounts include: Adult, Senior, Disabled/Medicare, Student/Youth, Active Military/Veteran, Mobility-4-All.

4.3.4 MONTHLY PASS

1.5 Monthly Pass

Monthly Passespasses are valid for unlimited travel between the origin station and destination station printed on the pass during the calendar month. A Monthly Pass, including on Amtrak trains under the Rail-2-Rail program. Prices for Monthly Passes are capped at a driving distance of 80 miles. A Monthly Pass also allows for unlimited systemwide weekend travel starting at 7:00pm on Friday through 11:59pm on Sunday. Types of Monthly Passes: adult, senior/disabled/Medicare, and student/youthMonthly passes also entitle to free use of LAX Fly-Away buses. Applicable discounts include: Adult, Senior, Disabled/Medicare, Student/Youth, Active Military/Veteran, Mobility-4-All.

1.6 Group Tickets and Vouchers

Group tickets are sold through Metrolink administrative offices on a reservation basis for non-rush hour and weekend trains. Metrolink distributes tickets or vouchers to the group traveling. Tickets/vouchers are valid for travel on the day printed on the ticket/voucher only, between the specified origin and destination stations. The criteria for group sales include:

a) 15 or more persons, with a maximum of 50
b)a) $12.00 per person round-trip (same day travel)
c)a) Group ticket is valid for transfer to connecting transit
   a) Group vouchers are not valid for transfer to connecting transit
   b) Reservations are required 21 days prior to travel; advance notice must be received 14 days prior to travel
   c) Three children age 5 and under may travel free with an adult using a valid ticket
   d) Group ticket is valid for travel only on non-rush hour or on weekend trains
d)a) Group sales tickets are nonrefundable and nontransferable

A $2.50 postage/handling fee is charged per group order in addition to the $12 per-person price. The price of the group ticket is indexed to the future systemwide fare increase and will be implemented each time the cumulative systemwide increase would result in a $1 increase in the group ticket.

1.7 School Group Tickets

School group tickets are available by reservation through the Metrolink administrative office. The tickets are provided to the school group in voucher form, indicating the boarding and alighting stations, the date, time and specific trains for the school group. Additional policies include:

a) Per person cost is $1.50 one-way and $3.00 round-trip
   a) Minimum group size is 15, maximum is 130 (limited by train capacity, exceptions are granted at the discretion of the Chief of External Affairs)
   b) Transfers to connecting transit are not included
   c) Minimum chaperon-to-student ratio of 1:5 is required
   d) Chaperons must agree to and sign Metrolink Safety Guidelines
   e) Reservations must be received four weeks prior to travel; advance payment must be received three weeks prior to travel
   f) Travel limited to off-peak trains

4.4 REDUCED AND FREE FARES

Student/Youth fares are available to individuals who have a valid student

identification or identification for age qualification for the youth discount. Student/youth One-Way, Round-Trip, 7-Day and Monthly passes are discounted 25% from the adult fare. A valid student identification or identification with age must be presented to the fare inspector upon request.

The youth fare is available on weekdays and the weekend for passengers ages 6 to 18. The fare is 25% off the adult weekday fare on One-Way, Round-Trip tickets, 7-Day Passes and Monthly Passes. Valid identification required for proof of age.

2.0 MILITARY FARES

Military Discount: One-Way and Round-Trip tickets are discounted 10% for active military who have a valid Common Access Card (CAC).

3.0 FARES FOR CHILDREN

Three children ages 5 years and under may ride free of charge with each adult parent or guardian using a valid ticket. Each additional child is charged the youth fare for weekend travel or the adult fare for travel during weekdays.

4.0 FARES FOR SENIORS

4.4.1 SENIOR DISCOUNT

For passengers 65 and older, the fare is 25% off the adult fare for 7-Day and Monthly passes. One-Way and Round-Trip ticketsway Tickets, Day Passes, and 5-Day Flex Passes are 50% off the adult fare.

5.0 SENIOR CITIZEN IDENTIFICATION

Customers purchasing a reduced senior citizen fare for Metrolink services shall carry proper photo identification cards indicating their age as 65 or older. ID cards must be shown to the fare inspector upon request.

6.0 FARES FOR PERSONS WITH DISABILITIES

4.4.2 ACTIVE MILITARY / VETERANS DISCOUNT

Military/Veteran Discount: One-way Tickets,SoCal Day Pass, 5-Day Flex Passes, and Monthly Passes are discounted 10% for active military with a valid Common Access Card (CAC). Veterans must present valid proof of eligibility, such as:

- Veterans ID Card

- State ID Card with Veteran designation
- Department of Defense ID Card
- DD-214 (separation from military document)
- NGB-22 (National Guard equivalent of DD-214)
- Honorable Discharge Certificate
- Statement of Service
- Reserve Separation Orders
- VA Letter

4.4.3 DISABLED/MEDICARE DISCOUNT

For passengers with a disability, the fare is 25% off the adult fare for 7-Day and Monthly passes. One-WayOne-way Tickets, SoCal Day Passes, and Round-Trip tickets5-Day Flex Passes are 50% off the adult fare.

One personal care attendant may accompanyOne Personal Care Attendant (PCA), accompanying a person with a disability, can travel without fare media at no additional cost.

7.0 PERSONS WITH DISABLITIES IDENTIFICATION

Passengers using a reduced farepurchasing a ticket for people with disabilities shall carry proof of eligibility. One. The PCA must board and detrain with the person with a disability.

To qualify for the Disabled/Medicare discount, one of the following eligibility cards must be shown to the fare inspector upon request:

a) Los Angeles County Transit Operators Association Card (LACTOA)
b) Medicare ID card, which is red, white and blue
c) Identification card from other transit agencies - any current valid identification card issued to any person with a disability by other transit agencies within the United States shall be honored
d) DMV placard identification card
e) LA County Access Services Inc. clients may ride MetrolinkID Card holders ride at no cost within Los Angeles County only.

4.4.4 STUDENT/YOUTH DISCOUNT

Student/Youth fares are available to individuals with valid photo Access Servicesstudent identification in lieuor proof of Metrolink fare mediaage verifying eligibility for the youth discount. Student/Youth One-way Tickets, Day Passes, 5-Day Flex Passes, and Monthly Passes are discounted 50% from the adult fare. A valid student identification must be presented to the fare inspector upon request.

The youth fare is available for ages 6 to 17. The fare is 50% off the adult weekday fare on One-way Tickets, Day Passes, 5-Day Flex and Monthly Passes.

On Saturdays and Sundays, three children ages 17 years and under may ride free of charge with each adult using a valid ticket ("Kids-Ride-Free-On-Weekends").

4.4.5 FARES FOR CHILDREN AGES 5 AND UNDER

Up to three children ride free with an adult using a valid ticket. Additional children must have a valid fare; a student/youth discount is available at 50% off the adult fare.

4.4.6 LOW-INCOME DISCOUNT (MOBILITY-4-ALL)

To enhance equity in public transportation, the Mobility-4-All program offers eligible customers a 50% discount on any Metrolink ticket or pass with a valid California Electronic Benefit Transfer (EBT) card.

The Mobility-4-All discount may be combined with other fare discounts.

4.4.7 RECREATIONAL GROUP TICKETS

Recreational group trip tickets are sold through Metrolink administrative offices on a reservation basis for non-rush hour and weekend trains. Metrolink distributes tickets to the group traveling.

a) 15 or more persons, with a maximum of 50
b) $12.00 per person round-trip (same day travel)
c) Group ticket is valid for transfer to connecting transit
d) Reservations are required 21 days prior to travel
e) On weekends, three children aged 17 and under may travel free with an adult using a valid ticket (Kids-Ride-Free-On-Weekends).
f) Group ticket may not be valid for all trains
g) Group sales tickets are nonrefundable and nontransferable

8.0 A $2.50 postage/handling fee is charged per group order in addition to the $12 per-person price. LAW ENFORCEMENT OFFICERS

Metrolink allows uniformed law enforcement officers to ride free of charge if the officer meets all of the following criteria:

a) Has peace officer status under California Penal Code 832
b)a) Presents their valid photo ID card issued by their law enforcement agency during regular fare inspections or at the request of any Metrolink fare verifier
c)a) Wears a Class A agency-authorized uniform that includes an agency ID card, metal badge, baton and holder, metal name plate, rank insignia on uniform shirt, service weapon, gun belt and holster

This fare-exempt policy is restricted to law enforcement officers wearing a Class A uniform only. Class B uniforms are not acceptable which include, but are not limited to:

a) Raid jackets
b)a) Flight suits or jump suits
c)a) Polo or golf shirts
d)a) Washable cotton/polyester blend uniforms similar in appearance to a Class A uniform

In addition, Metrolink requires law enforcement officers who are riding free under this policy to:

a) Take appropriate law enforcement action when they observe criminal activity or when asked by a citizen or Metrolink employee

b)a) Respond accordingly in the event of a rail-related incident or accident

c)a) Relinquish their seat to a paying customer on crowded trains

TRANSFERS TO OTHER TRANSIT SERVICES

The Metrolink fare structure includes a transfer to participating connecting transit operator services, thus allowing for a seamless transfer from Metrolink to other transit services. Metrolink has entered into transfer agreements with area transit operators to make it easy for customers to use bus services by simply presenting their Metrolink ticket to the driver of the connecting transit.

Transfers to most connecting transit at Metrolink stations, including most bus

routes, and all stations on the Red Line, Blue Line, Green Line, Purple Line, Expo Line, Orange Line and Gold Line are free for Metrolink customers with a valid Metrolink ticket. Metrolink riders who transfer to Metro Rail in L.A. County must tap a turnstile or validator at the Metro Rail stations. Taping an expired Metrolink ticket is a violation of this policy and could result in a citation. Valid fare media include Monthly Passes for the current month; 7-Day Pass, Weekend Day Pass, One-Way and Round-Trip tickets for same day travel only – the day printed on the ticket.

Some additional restrictions and transfer charges may apply to specific connecting transit operators in accordance with the individual transfer agreements.

h)

4.4.8 STUDENT/YOUTH GROUP TRIP VOUCHERS

9.0 SchoolTICKET SALES LOCATIONS

All Metrolink stations have Ticket Vending Machines (TVMs) that sell all ticket types except school and group travel tickets/vouchers. Other ticket sales locations include:

a) Union Station ticket sales offices

Pass-By-Mail/youth group trip vouchers are available by reservation through the Metrolink administrative office. The tickets are provided to the group trip leader in voucher form, indicating the boarding and alighting stations, the date, time, and specific trains for the group. Additional policies include:

a) Valid for groups of students/youths aged 5-17 and/or attending K-12
b) Per person cost is $1.50 one-way and $3.00 round-trip

b) Corporate partners business locations
c) Retail sales outlets such as transit stores and select city halls
d) Metrolink App

10.0 CORPORATE PARTNER PROGRAM

Monthly Passes, 7-Day, and Round-Trip tickets for employees of participating corporations are sold on consignment and through the Corporate Quick Card. Tickets are sold to participating companies through the Metrolink administrative office. Metrolink is reimbursed the full cost of the tickets that the corporation distributes. The

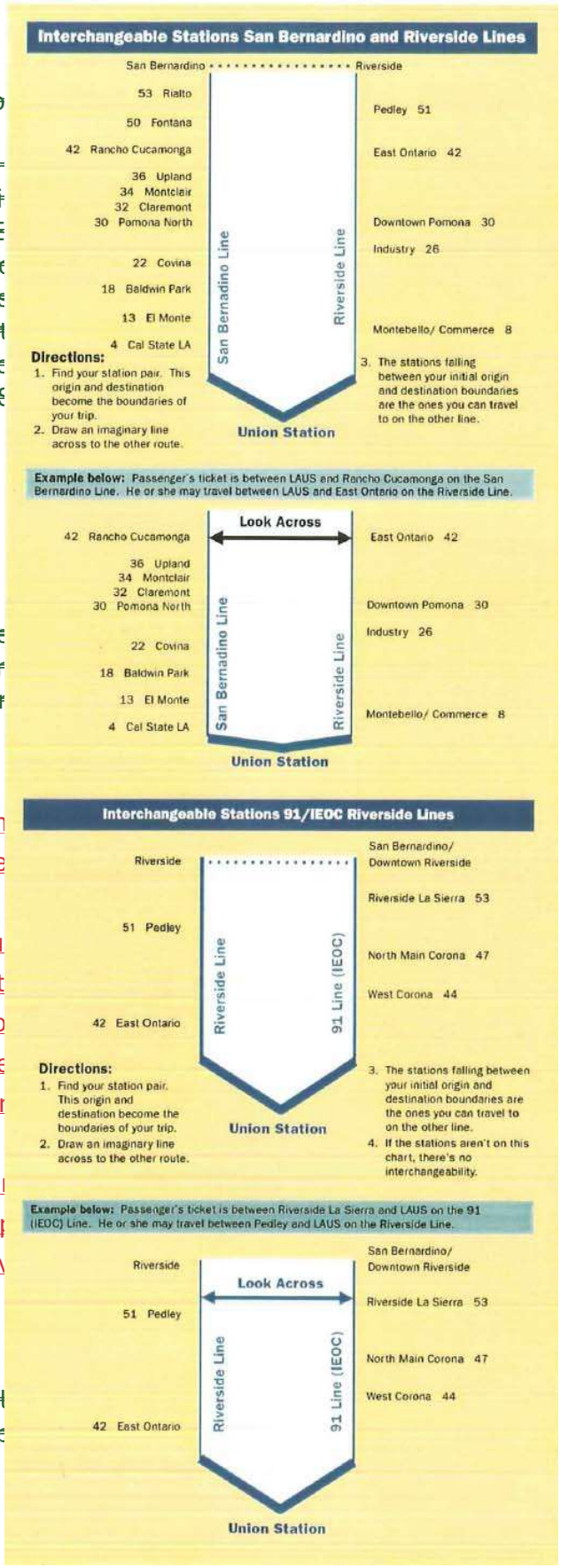
participating corporate partner is responsible for distribution of the tickets/passes or Corporate Quick Card to their employees and for receipt of any co-payments by the employee.

SPECIAL FARE REGULATIONS

Multi-Line tickets and reciprocal statio

1) Tickets for either the San Bernardino between stations of equal or lesser di Riverside Line, the 91 Line or the IE stations of equal or lesser distance destination station is in Rivers County.Connecting Stations: Connect made at Los Angeles Union Station, de Orange, Riverside, San Bernardino, S Tustin.

See diagram to the right.



11.0 SERVICE ANIMALS

Service animals traveling with passenge without additional charge.Service anim Trainers of service animals are fare exer

12.0 OTHER ANIMALS

c) AMinimum group size is 15, maxin exceptions are granted at the discre Officer)

d) Transfers to connecting transit and u

e) Minimum chaperone-to-student rat ratio of 1:5; a 1:1 ratio is permitted fo

f) Chaperones must be aged 18 or olde

g) All chaperones must sign and retur trip voucher is issued

h) Reservations must be received a payment must be received 30 days

i) Travel limited to weekday trains with a

4.4.9 passenger may carry a smal animal carrier or crate that fits on the

SPECIAL PROMOTIONAL TICKETS AND DISCOUNTS

Metrolink may establish unique promotional fares and tickets for special trains, charter trains, promotions and discounts to encourage ridership.

Special promotional tickets may be sold at special events or stations for unique promotions. Special promotional fares include, but are not limited to: discount coupons, two for one specials, four friends ride free, promotional 7-Day Passes, round-trip special ticket and other discounts. The Board of Directors has delegated the authority for approval of new promotional ticket and discount programs to the chief executive officer.

4.4.10 COMPLIMENTARY/TRIAL RIDE TICKETS

This section establishes the procedures and requirements governing the distribution of complimentary/trial ride tickets. SCRRA distributes a limited number of complimentary/ trial ride tickets each year. SCRRA uses complimentary/ trial ride tickets for two principal purposes. First, to improve or enhance customer service as measured by our Quality Service Pledge, and second, as a marketing tool to increase ridership and/or promote services. As noted below, SCRRA employees are strictly prohibited from receiving complimentary/trial ride tickets for personal use or personal distribution.

4.4.11 TICKET DISTRIBUTION TO THE PUBLIC

Complimentary/trial ride tickets are provided to authorized SCRRA employees who obtain approval from their direct supervisor for distribution to passengers. Such employees must submit a completed complimentary/trial ride Fare Media Request Form to obtain tickets. This form requires, among other things, a description of the event or purpose to justify the distribution, as well as the employee's supervisor or manager's authorization.

Employees who receive the proper authorization may distribute complimentary/ trial ride tickets for the following purposes:

a) **Improve customer satisfaction-** In the event that a Metrolink customer has an experience that falls below the specifications of the Quality Service Pledge, anAn authorized staff member may offer a complimentary/trial ride ticket to redress any legitimate customer dissatisfaction.

b) **Promote SCRRA's services-** ~~In order to~~To promote SCRRA services, Staff may distribute complimentary/trial ride tickets to individuals targeted through a specific marketing promotion or campaign ~~by, for~~. For example, providing an introductory experience to potential new customers or educating customers as to SCRRA's services.

SCRRA Employees who receive complimentary/trial ride tickets are responsible ~~to distribute~~for distributing those tickets in accordance with this policy. Under no circumstances may employees receive complimentary/trial ride tickets for personal use or personal distribution. Misuse or unauthorized distribution of these tickets is subject to disciplinary action including, but not limited to, employment termination.

4.4.12 TICKET DISTRIBUTION TO BOARD MEMBERS

At the beginning of ~~his/her~~their year term on the Board, each Board member and alternate receives one SCRRA identification card. The Board member and alternate may use their identification card to travel on SCRRA's trains. This identification card is issued to cover public transit costs incurred as part of their official duties in SCRRA's service area.

Board members and alternates are encouraged to use Metrolink service to attend board/committee meetings. This identification card is non- transferable and SCRRA will collect this identification card when each Board member and alternate ceases service on the Board.

Individual Board members and alternates may not receive complimentary/trial ride tickets for distribution, nor may Board members and alternates receive complimentary/trial ride tickets (including any media sometimes identified as a "lifetime ticket") at any time after conclusion of their service on the Board except in accordance with this policy.

4.4.13 TICKET DISTRIBUTION TO MEMBER AGENCIES

Member Agencies may request complimentary/trial ride tickets to promote SCRRA services consistent with this policy. The Member Agency must obtain approval from SCRRA's Manager, Marketing and Sales by submitting the

Member Agency Fare Media Request Form. Member Agency staff may distribute complimentary/trial ride tickets to individuals targeted through a specific marketing promotion or campaign as per this policy. Member Agencies are required to track the distribution of complimentary/trial ride tickets.

12.1 Ticket Inventory Control

The Fare Collection Department manages the inventory of complimentary/ trial ride tickets. Ticket management includes ordering and tracking the tickets in numerical sequence in a control log.

- moved to new and separate "Service Policies" document

13.0 QUALITY SERVICE PLEDGE (QSP)

When average on-time performance of a line falls below 85% for a calendar month, SCRRA will offer a line-restricted (no reciprocity rights per section 16.0) Monthly Pass at a discount of 25% valid in a subsequent month after the average monthly on-time performance on the line was below 85%. (Where reciprocity/multi-line ticket rights are available, a full price Monthly Pass will also be available for purchase). A train is defined as "on time" when it arrives at its end point five minutes or less than the scheduled arrival time.

4.4.14 LAW ENFORCEMENT OFFICERS

Metrolink allows uniformed law enforcement officers to ride free of charge if the officer meets all the following criteria:

a) Has peace officer status under California Penal Code 832
b) Presents their valid photo ID card issued by their law enforcement agency during regular fare inspections or at the request of any Metrolink fare verifier
c) Wears a Class A agency-authorized uniform that includes an agency ID card, metal badge, baton and holder, metal name plate, rank insignia on uniform shirt, service weapon, gun belt and holster

This fare-exempt policy is restricted to law enforcement officers wearing a Class A uniform only. Class B uniforms are not acceptable, which include, but are not limited to:

a) Raid jackets
b) Flight suits or jump suits
c) Polo or golf shirts
d) Washable cotton/polyester blend uniforms similar in appearance to a Class A uniform

In addition, Metrolink requires law enforcement officers who are riding free under this policy to:

a) Take appropriate law enforcement action when they observe criminal activity or when asked by a citizen or Metrolink employee
b) Respond accordingly in the event of a rail-related incident or accident
c) Relinquish their seat to a paying customer on crowded trains

5.0 CONDITIONS OF USE

5.1 FARE PAYMENT

5.1.1 PROOF-OF-PAYMENT SYSTEM

Metrolink operates on a proof-of-payment system in which every passenger (unless otherwise noted in this fare policies and procedures document) is required to show a valid proof of payment prior to boarding the train. Tickets are not sold on board the trains.

Fare verification may be performed on board any train or station platform by Metrolink conductors, Los Angeles County sheriff deputies,and other authorized personnel . All passengers are required to provide proof of valid fare and valid identification to allow eligibility verification when requested by the fare verifiers. Fare inspections will be performed regularly and randomly to verify that passengers are in possession of valid fare. Passengers without valid fare are subject to ejection from train or citation and fine in accordance with California Penal Code Sections 587c and 640b. Passengers who refuse or are unable to produce a valid ticket may be asked to produce valid identification including name and current address.

5.1.2 TICKET VENDING DEVICES

All Metrolink stations have Ticket Vending Devices (TVDs) that sell all ticket types except group travel vouchers and tickets.

5.1.3 CORPORATE PARTNER PROGRAM

Monthly, 5-Day Flex, SoCal Day passes, and One-way Tickets are distributed via Corporate Quick Card or the mobile app for employees of participating companies.

5.1.4 MOBILE APP TICKETS

All ticket types are available for purchase on the Metrolink mobile app. And must be purchased prior to boarding the train. The mobile app is available for both Android and iOS platforms.

5.1.5 CONTACTLESS PAYMENTS (OPEN LOOP)

Contactless payments may be available on certain Metrolink lines by allowing customers to pay for their trip by tapping a validator with their credit/debit card or digital wallet at the start and end of their one-way trip.

5.1.6 METROLINK TICKET WINDOW

In addition to Ticket Vending Devices, there are two Metrolink ticket sales windows at Los Angeles Union Station. Business hours may be limited.

5.1.7 CITY HALL

Metrolink fare products may also be available for purchase at select city halls.

5.2 TRANSFERS TO OTHER TRANSIT SERVICES

The Metrolink fare structure includes a transfer to participating connecting transit operator services, thus allowing for a seamless transfer from Metrolink to other transit services. Metrolink has entered into transfer agreements with area transit operators to make it easy for customers to use bus services by simply presenting their Metrolink ticket to the driver of the connecting transit. A list of participating transit agencies is available on the Metrolink website (Metrolinktrains.com).

Metrolink fare media are part of L.A. County's EZ Pass program and are accepted as valid fare on all Metro Rail and most buses throughout Los Angeles County. Metrolink riders who transfer to Metro Rail in L.A. County must scan their Metrolink ticket at fare gates at Metro Rail stations. Valid fare media include Monthly Passes for the current month; 5-Day Flex Pass, SoCal Day Pass, L.A. Zone Pass for same day travel only. One-way Tickets are valid only within 5 hours of purchase as indicated by the time marked on the ticket.

Some additional restrictions and transfer charges may apply to specific connecting transit operators in accordance with the individual transfer agreements.

5.3 ANIMALS

5.3.1 SERVICE ANIMALS

Service animals traveling with passengers with disabilities shall be transported without additional charge. Service animals in training are permitted on trains. Trainers of service animals are fare exempt when engaged in training activities.

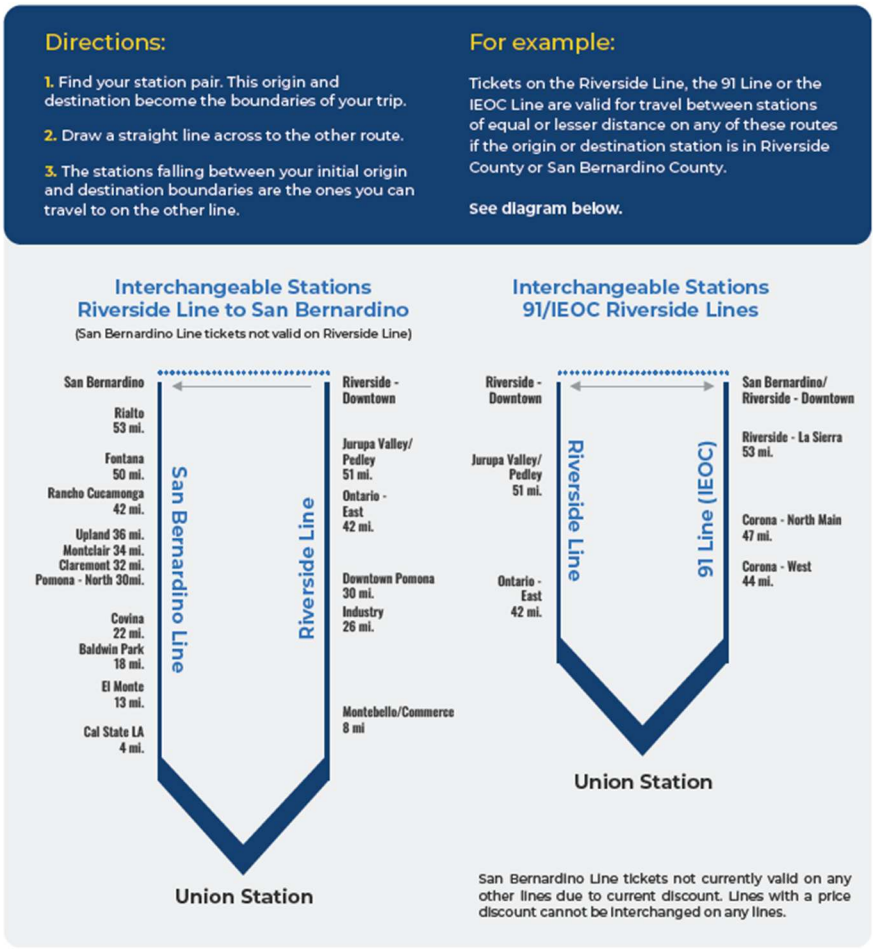
5.3.2 OTHER ANIMALS

At no additional cost, a passenger may carry a small dog or other pet enclosed in a suitable animal carrier or crate that fits on the passenger's lap or under the seat.

5.4 SPECIAL FARE REGULATIONS

Multi-Line tickets and reciprocal stations:

1) Tickets for either the San Bernardino Line or Riverside Line are valid for travel between stations of equal or lesser distance on either line. 2) Tickets on the Riverside Line, the 91 Line or the IEOC Line are valid for travel between stations of equal or lesser distance on any of these routes if the origin or destination station is in Riverside County or San Bernardino County. Connecting Stations: Connections between Metrolink trains can be made at Los Angeles Union Station, downtown Burbank, Fullerton, Glendale, Orange, Riverside, San Bernardino, San Juan Capistrano, Santa Ana and Tustin.



5.5 The monthly on-time performance of a line is calculated within three working days of the end of the month. Discount sales begin on the 25th of the month and continue through the 14th of the following month when the offer would expire.

For example, poor on-time performance in March would trigger sale of a discount May Monthly Pass during the sales period in April. Discount passes are sold through the Pass-by-Mail and CPP programs, from ticket windows at Union Station and in the TVMs as a special ticket. Ticket sales through the TVM require a 60 day programming period.

Extensive Delay: One-Time Incident

An extensive delay is a delay to riders exceeding one hour from the published train schedule. Upon request, with proof of pass ownership, a Monthly Pass holder is eligible to receive four one-way promo ticket vouchers with a one-year expiration from the date of the incident. One-way, Round Trip, 7-Day, or Weekend Day ticket holders receive two one-way promo ticket vouchers with a one-year expiration from the date of the incident. The ticket holder must submit the original ticket(s) to be eligible for replacement ticket. Requests for compensation under the Quality Service Pledge must be received within 60 days of the date of the incident.

13.1 Exclusions

Train delays caused by:

- Freight delays or interference
- Strikes, vehicle or person
- Natural disasters or acts of nature
- Unforeseen crew changes
- Third-party activity such as police, fire, or other government agencies
- Alternative transportation providers
- Temporary operating schedules

Sole Authority

Metrolink has sole authority to grant exceptions to the compensation policy and reserves the right to deny a claim for compensation that does not meet the criteria herein.

14.0 RIDE PROMISE

If a passenger misses the scheduled Metrolink train due to an operational issue, Metrolink will make every attempt to secure alternative transportation for the rider to his/her destination station. If Metrolink cannot secure alternative transportation within 60 minutes of the missed Metrolink train's scheduled departure time, passengers can be reimbursed for their costs for alternative transportation, not to exceed $50.00 per passenger. Reimbursement is based on the passengers' submission of their original dated receipt from the transit provider (taxi driver, third-party ride share company such as Uber or Lyft, etc.).

Causes and length of disruptions vary. When a disruption occurs, Metrolink immediately assesses the situation and takes steps towards recovering service as close to the published timetable as possible. There are various steps required to clear a scene, including assessment by first responders, including Metrolink personnel, law enforcement, and/or fire, securing alternate transportation, coroner response (if applicable), cleanup crew response (if applicable), and/or coordination with freight dispatching (if applicable). If rescue service is needed, staff will make every attempt to secure alternate transportation arriving within an hour or less of the train's scheduled departure time. Alternative transportation solutions such as replacement train service (Metrolink or Amtrak), bus bridge service (private motorcoach and/or public transit operators), and taxi, Uber, or Lyft are all considered.

14.1 Definitions

Alternative Transportation - Transportation that replaces regular Metrolink train service. This may include, but it is not limited to another Metrolink train, an Amtrak train, bus bridge, van, taxi, Uber or Lyft, or other charter operator, and is at Metrolink's discretion. Valid Metrolink tickets will be accepted on alternative transportation, including trains on other Metrolink lines.

a) **Extensive Delay** - Delay to riders exceeding one hour from the published train schedule
b) **On-Time Service –** Train arrives at its final destination within five minutes of the published train schedule.
c) **Scheduled Connection** - Ten minutes between a Metrolink train's

published arrival time and the connecting Metrolink train's published departure time at the same station

d) **Self-Service Transportation** – Taxi, shuttle, TNCs/Transportation Network Companies (i.e. Uber,Lyft).

e) **Temporary Operating Schedules** When Metrolink's published train

schedule is modified to allow planned construction work or special event train service.

15.0 TICKET REFUNDS

Metrolink tickets are nonrefundable and nonreplaceable except in extraordinary circumstances. In certain circumstances, Metrolink will provide a refund for customer's tickets. Refund requests must be submitted online to Metrolink's administrative offices.

SPECIAL TRAINS

Metrolink from time to time operates special trains beyond the standard operating schedule. Unique fares may be established for special trains. These unique fares and tickets may be sold either through the Ticket Vending MachinesDevices, by mail, the Metrolink App, or another form. In some instances, such as charter trains, all fares must be prepaid and passengers may not be required to have tickets.

5.6 AMTRAK TICKETS- RAIL 2 RAIL PROGRAM

Amtrak Pacific Surfliner Monthly Passes are valid on any Metrolink train, within the origin and destination station limits on their Amtrak ticket as part of the Rail 2 Rail program.

Metrolink Monthly Pass holders may ride any Amtrak Pacific Surfliner train within the origin station and destination station of their pass (some blackout dates apply).

Any Metrolink fare media valid for travel between Los Angeles Union Station and the Burbank Airport-South Station is accepted on Amtrak Pacific Surfliner trains in this segment.

Any Amtrak fare media valid for travel between Los Angeles Union Station and Bob Hope Burbank Airport is accepted on Metrolink trains in this segment. Amtrak Codeshare service trains as part of the Rail 2 Rail program will accept all Metrolink ticket types, except group trip vouchers. All trains on the Ventura County Line are codeshare trains.

5.7 BICYCLES

Passengers can bring a bicycle with them at no charge and without prior reservation. Guidelines and exclusions are available on the Metrolink website Metrolinktrains.com.

5.8 METROLINK SUPPLEMENTAL INSTRUCTIONS

Additional operational procedures governing fare policy implementation and enforcement are described in the Metrolink Supplemental Instructions published by the Operations Department for train operating crews. The Supplemental Instructions are incorporated by reference into this schedule of fare policies and procedures. The policies enumerated in this Fare Policies and Procedures document take precedence over directives and guidance in the Metrolink Supplemental Instructions publication.

6.0 QUALITY SERVICE PLEDGE (QSP)

6.1 MONTHLY PASS COMPENSATION

6.1.1 Chronic Delays

When average on-time performance of a line falls below 85% for a calendar month, SCRRA will offer a Monthly Pass at a discount of 25% valid in a subsequent month. A train is defined as "on time" when it arrives at its end point within less than six minutes of the scheduled arrival time.

The monthly on-time performance of a line is calculated within three working days of the end of the month. Discounted monthly passes are sold during the regular pass sales period. Monthly passes can be purchased from the 25th of the prior month through the 14th of the month the pass is valid for.

For example, poor on-time performance in March would trigger sale of a discounted Monthly Pass during a subsequent month.

6.1.2 Extensive Delay: One-Time Incident

An extensive delay is a delay to riders exceeding one hour from the published train schedule. Upon request, ticket and pass holders are eligible to receive replacement trip voucher(s) with a one-year expiration. The ticket holder must submit proof of valid fare for the location and time of the incident to be eligible for a replacement ticket. Requests for compensation under the Quality Service Pledge must be received within 60 days of the date of the incident.

6.1.3 Exclusions for Compensation or Reimbursement

Train delays caused by temporary operating schedules, including planned disruptions, are not eligible for compensation or reimbursement for self-service transportation.

6.1.4 Sole Authority

Metrolink has sole authority to grant exceptions to the compensation policy and reserves the right to deny a claim for compensation that does not meet the criteria herein.

6.2 RIDE PROMISE

If a Metrolink train experiences an unplanned disruption that delays our passengers, Metrolink will make every attempt to restore train service or provide alternative transportation to get riders to their destination stations. If Metrolink cannot provide alternative transportation within 60 minutes of the Metrolink train's scheduled departure time, passengers can be reimbursed for their out-of-pocket costs for self-service transportation, not to exceed $50.00 per passenger.

Reimbursement is based on the passengers' submission of their original dated receipt from the transit provider (taxi, third-party rideshare company, such as Uber or Lyft, rental car), as well as proof of Metrolink fare valid for the date and time of the disruption. Luxury or premium vehicles are excluded and are not eligible for reimbursement. Reimbursements will only be paid to the owner(s) of the credit card(s) listed on the receipt, and driver tip reimbursement will be limited to 15% of the ride fare. Reimbursements for multi-riders will be based on the information listed on the receipt (split payments). Payments for fuel are not reimbursable. Passengers who use or refuse the Metrolink-provided alternate transportation solution will not be eligible for reimbursement. This also applies to trains that are inoperable due to incidents or mechanical issues.

Causes and length of disruptions vary. When a disruption occurs, Metrolink immediately assesses the situation and takes steps towards recovering service as close to the published timetable as possible. There are various steps required to clear a scene, including assessment by first responders, including Metrolink personnel, law enforcement, and/or fire, securing alternate transportation, coroner response (if applicable), cleanup crew response (if applicable), and/or coordination with freight dispatching (if applicable). If rescue service is needed, staff will make every attempt to secure alternate transportation arriving within an hour or less of the time the train stops. Alternative transportation solutions such as replacement train service (Metrolink or Amtrak), bus bridge service (private motor coach and/or public transit operators), and taxi, Uber, or Lyft are all considered.

6.2.1 Definitions

Alternative Transportation

Transportation that replaces regular Metrolink train service. This may include, but it is not limited to another Metrolink train, an Amtrak train, bus bridge, van, taxi, rideshare service such as Lyft, or other charter operator, and is at Metrolink's discretion. Valid Metrolink tickets will be accepted on alternative transportation, including trains on other Metrolink lines.

Driver Tips

Any amount paid to a driver in excess of the fare and required fees. Tips shall be reimbursed at no more than 15% of the ride fare. Tips must be reflected on the receipt.

Luxury or Premium Vehicles

Any rental or rideshare of a high-end vehicle, including premium rental cars, Lyft Lux, Lyft Premier, Uber Lux, Uber Black, etc.

On-Time Service

Train arrives at its final destination within five minutes of the published arrival time.

Scheduled Connections

Ten minutes between a Metrolink train's published arrival time and the connecting Metrolink train's published departure time at the same station.

Self-Service Transportation

Taxi, shuttle, TNCs/Transportation Network Companies (i.e. Uber, Lyft), rental cars. Luxury or premium vehicles are excluded.

Temporary Operating Schedules

When Metrolink's published train schedule is modified to allow planned construction work, maintenance, or special event train service.

6.3 TICKET REFUNDS

Metrolink tickets are non-refundable and non-replaceable. In select cases, refunds may be issued upon review. Refund requests must be submitted online to Metrolink's administrative offices.

~~Amtrak Shared Service trains as part of the Rail 2 Rail program will accept all Metrolink ticket types.~~

7.0 FARE ~~CHANGE~~ POLICY CHANGES

METROLINK will conduct a fare equity analysis for all increases or decreases in fares, fees or eligibility, or to the availability of fare media. In order to address the mandates in Title VI of the Civil Rights Act of 1964, as well as the Environmental Justice (EJ) provisions in Presidential Executive Order 12898, Metrolink will evaluate the impact of the fare policy change on protected populations and determine if the proposed fare change will result in a disparate impact for minority populations or in a disproportionate burden for low income populations.

populations.

7.1 PUBLIC PARTICIPATION

Metrolink's Public Participation Plan describes the techniques and methodologies used for soliciting and considering public input during the deliberation of fare changes. The program will be updated at least every three years, as appropriate in coordination with other Title VI policies.

7.2 CHRONOLOGY OF FARE POLICY CHANGES

7.2.1 METROLINK SUPPLEMENTAL INSTRUCTIONS

Additional operational procedures governing fare policy implementation and enforcement are described in the Metrolink Supplemental Instructions published by the Operations Department for train operating crews. The Supplemental Instructions are incorporated by reference into this schedule of fare policies and procedures. The policies enumerated in this Fare Policies and Procedures document take precedence over directives and guidance in the Metrolink Supplemental Instructions publication.

PROCEDURAL HISTORY

Adopted September 26, 2003

Revision 1 July 1, 2004

Revision 2 July 1, 2005

Revision 3 July 1, 2007

Revision 4 July 1, 2010

Revision 5 July 1, 2011

Revision 6 July 1, 2012

Revision 7, July 1, 2013

Revision 8, April 11, 2014

Revision 9, May 9, 2014

Revision 10, January 1, 2016

Revision 11, July 1, 2016

Revision 12, March 24, 2017

Revision 13, June 26, 2026

7.2.2 BOARD ACTIONS CHRONOLOGY

A chronology of prior Board proceedings on the key elements of fare policies and procedures includes the following actions:

1992

- Approval of an 11- mile based zoned fare structure; the ticket types (monthly, 10-trip, round-trip and one-way), the ticket pricing structure; the fare categories which include: adult, senior/disabled, student, and youth; and the initial fare zone map with station designations
- Approval of a fare evasion policy
- Approval of a fare inspection policy
- Approval of fare exemption policy
- Authorization to execute interagency transfer agreements for transit transfers

1993

- Implementation of the off-peak fare policy
- Approval of changes in the fare structure to cap the zones at seven, and establish the Union Station zone discount
- Approval of the student group fare policy
- Approval of revisions to the zone map for start-up of the Orange County Line service and discounted fare zone designation for travel north from the Fullerton station
- Approval of ticket reciprocity between the San Bernardino Line and the Riverside Line
- Approval of a 25% December Monthly Pass discount

1994

- Approval of revisions to the zone map to split the zone for the Burbank Station
- Approval of discounted fare zone designation for the Northridge and Camarillo stations on the Ventura County Line
- Approval of temporary (earthquake-related emergency) discounted fares for Monthly Passes on the Antelope Valley Line and the Ventura County Line

- Continuation of ticket reciprocity between the San Bernardino Line and the Riverside Line
- Continuation of zone discounts for the Lancaster and Vincent Grade/Acton stations on the Santa Clarita Line
- Approval of revisions to the college pass program to discount 10-trip tickets in addition to monthly passes by 25% for participants
- Continuation of the December Monthly Pass discount

1995

- Continuation of the December monthly pass discount on an on-going basis

1996

- Approval of revisions to the fare-exempt policy regarding law enforcement officers

1998

- Approval of fare adjustment program to increase fares by 4% in 1998, 2000 and 2002

1999

- Approval of a transit pass discount policy and program for Welfare to Work
- Revisions to the school group policy fare

2000

- Approval of temporary fare policy changes to offer one-time discounts on Monthly Passes and 10-trips on the Riverside and Ventura County Lines due to service related issues
- Approval of the recreational group travel fare pricing structure and procedures
- Confirmation of a 4% fare increase beginning July 1, 2000
- Approval of modification to the fare policy to eliminate the transfer upgrade ticket

2001

- Approval of the Rider Compensation Policy and Quality Service Pledge
- Planning and Finance Committee approval of Proposed Policy for Fare Increase or Service Reduction

2002

- Approval of a split zone designation for the Burbank Airport station
- Approval of a 4% fare increase and a supplemental security fee of 1% beginning July 1, 2002
- Authorization of the Rail-2-Rail demonstration program
- Approval of the zone discount and zone placement of the North Main Corona station

2003

- Authorization for Metrolink participation in the EZ Transit Pass Program in Los Angeles County (Interagency transfers)
- Approval of Fare Policies and Procedures Document that modified:

a) the policy on fare exemptions for children ages five and younger – allowing up to three ride for free

b) the addition of a public outreach policy for fare changes

2004

- Approval of proposal to restructure fares using driving miles between stations & increase cost of 10-Trip Ticket phased in over 10 years, and a 3.5% across-the-board fare increase for FY2004-05 & FY2005-06 for public outreach & comment. Pending final approval in late spring 2004
- Approval of public outreach plan for fare change: 4% July 2004 and begin restructuring July 2005 at 3.5% system-wide average increase
- Public Hearing on and approval of proposed 4% fare increase for July 2004 and start of restructuring July 2005
- Approval of contract with Access Services Inc. (ASI) to allow ASI certified riders to ride without a ticket, using their Access ID card as fare media, with ASI paying SCRRA a flat rate for each ASI rider

2005

- Approval of public review process for proposed 4.5% system-wide average fare increase starting July 1, 2005 and elimination of weekday off peak fares (except for Seniors/Disabled)
- Approval of a change in the Quality Service Pledge for discounts on Monthly Passes for poor on-time performance
- Restructuring phase 1 of 10

2006

- A public review process for proposed fare increase between 3.5% and 7.5% beginning July 1, 2006
- Approval of a system-wide average fare increase of 5.5% beginning July 1, 2006 with the option to increase fares mid-year of up to an additional 2% system-wide average should the budget require additional fare revenue
- Approval of a special compensation program for Riverside Line Monthly Pass riders for the lousy service in Feb and March offering a 50% discount on May 2006 monthly pass purchases. The offer restricts use of the discounted pass to the Riverside Line only, no reciprocity rights.
- Approval of a special promotional fare for the introduction of Orange County Line weekend service and expanded IEOC Summerlink service. 50% discount off the adult weekday fare for all riders on IEOC and OC Line weekend service for a six month promotional period
- Restructuring phase 2 of 10

2007

- A public hearing on a proposed fare increase of 3.5% average for 2007, 2008 and 2009 that also discontinues the special promotional fare of 50% off adult weekday fares for weekend riders on the OC and IEOC lines
- Approval of the fare increase of a system-wide average of 3.5% beginning July 2007, July 2008 and July 2009
- Approval of a promotional Consignment Ticket Sales program and rates for the 2007 summer and a clarification to the Fare Policies & Procedures Guidelines that enumerates that the CEO has discretion to establish promotional fares and tickets
- Restructuring phase 3 of 10

2008

- Proposal to increase fares for group travel program to $10.00 for a Round-Trip Ticket and increase the minimum group size to 15 people
- Public Hearing on and approval of proposal to increase fares an additional 4% above a previously approved 3.5% increase, for a total average of 7.5% increase, and to increase group travel fares to $10.00
- Approval of a new weekend fare product priced at $29.00 for four people traveling together
- Restructuring phase 4 of 10

2009

- On July 1, 2009 a 3.5% fare increase became effective
- Restructuring phase 5 of 10

2010

- On July 1, 2010 the following became effective:
  - A system-wide average fare increase of 6%
  - Round-Trip Tickets: Round-Trip Tickets equal the price of two One- Way Tickets.
  - 10-Trip Tickets: All 10-Trip Tickets are valid for 45 days only. The 10-Trip Ticket discount equal 5% below the cost of 10 one-way equivalents.
  - Weekend Discounts: Youth, Friends and Family Four Pack, Student/Military and Senior/Disabled are the only discounted tickets on the weekend. One-Way and Round-Trip Youth tickets are discounted 25%
  - Student Discounts: Student 10-Trip or Monthly Pass tickets are now available through the TVM at a discount of 10%. Anyone with a valid Student Identification can purchase a discounted ticket through the TVM. This discount is not available on One-Way or Round-Trip tickets.
  - Senior/Disabled Discount: The Senior/Disabled discount on the Monthly Pass and 10-Trip ticket is reduced from 50% to 25% discount. Senior/Disabled One-Way and Round-Trip tickets remain unchanged at 50% off
  - Military Discount: One-Way and Round-Trip tickets are discounted 10% for active military who have a valid Common Access Card (CAC) identification
  - Group Tickets: Group tickets are available for $11.00 per person round trip for same day travel. This does not apply to school trips.

- Promotional Round-Trip special ticket (2-Trip Ticket): Marketing and Development started utilizing a Round- Trip special ticket for Marketing campaigns and promotions. This is a free promotional ticket valid for two one-way trips for one individual.
- 80 mile cap: One-Way, Round-Trip and 10-Trip tickets no longer have an 80-mile cap on long distance fares. The 80-mile cap remains for the Monthly Pass
- Restructuring phase 6 of 10

2011

- The Board gave staff the authority to eliminate the 10-trip ticket- implementation never occurred in 2011 due to Corporate Quick Card launch
- No fare increase occurred and no restructuring took place
- Introduced student discount of 10% off to One-Way and Round-Trip tickets on July 1
- On July 1, 2011:
  - Launched the Weekend Pass
  - Launched the 7-Day Pass

2012

- Implemented a 7% system-wide average fare increase on July 1, 2012
- Did not increase the Weekend Pass fare of $10
- Group trip rate increased from $11 to $12 effective July 1, 2012
- Eliminated Amtrak 10-trip on Metrolink trains as part of the Rail 2 Rail program
- Restructuring phase 7 of 10

2013

- Implemented a 5% system-wide average fare increase on July 1, 2013
- Modified the Weekend Pass to a Weekend Day Pass, good for system- wide travel on EITHER Saturday or Sunday priced at $10. Monthly Pass holders can still ride system-wide starting at 7 p.m. on Friday through Sunday at 11:59 p.m.
- Changed the Personal Care Attendant Free Ride Policy to require PCAs to obtain a Metrolink identification card priced at $25 for the first PCA to

$10 for every subsequent PCA. Implementation of this new program will occur in FY 14

- Introduced new TAP enabled Metrolink ticket stock and reduced the window for Monthly Pass purchases from the 25th to the 5th of every month
- Increased the student discount from 10 to 15%
- Group trip pricing remains at $12 as per the 2008 policy
- Eliminated OCTA's OCLink Pass
- Restructuring phase 8 of 10

2014

- Reinstated PCA Free Ride Policy and eliminated PCA I.D. card
- Restructuring phase 9 of 10
- Added Service Standards, Vehicle Assignment and Major Service Change Policies

2015

- Restructuring phase 10 of 10 occurred on July 1, 2015
- On July 1, 2015, the Antelope Valley Line Fare Reduction Pilot Program commenced. The program included a 25% discount on all fares for stations on the Antelope Valley Line only and a $2 station to next station fare to encourage short distance trips. On July 1, 2015 the student discount was increased from 15% to 25%, creating the student/youth consolidated discount at 25% off an adult fare for all ticket types.
- The Board of Directors voted make permanent the 25% fare reduction as part of the Antelope Valley Line Fare Reduction Pilot Program, however, the $2 station to next station fare pilot promotion expired on December 31, 2015.

2016

- On January 1, 2016 a pilot commenced to discount short distance trips system-wide. Pricing was set for $3 from one station to the next consecutive station for a maximum of two stations.

- Mobile ticketing was piloted on the IEOC line in March and a full system-wide deployment launched on March 31, 2016. A temporary refund policy was initiated for mobile tickets purchased by accident that will expire once the optic readers are installed on Metro Rail gates.
- Riverside County Transportation Commission (RCTC) launched pilot promotional fares for the opening of the Perris Valley Line extension on June 6, 2016. Those discounts include:
  - 10% discount from any of the new four stations on the Perris Valley Line extension
  - Lower station pair combinations in Riverside County only to a maximum of $10. (Lowest price prevails based on other fare promotions and policies)
- San Clemente Pier was added to the fare table on June 6, 2016. The fares for the San Clemente Pier were mirrored for San Clemente for 7-Day and Monthly Passes because there is no weekend service at the San Clemente Pier station. One-way, round-trip and Weekend Day Passes were calculated using the mileage formula.
- On July 1, 2016 the $3 station to next station pilot promotion expired.
- On July 1, 2016 short distance fares were discounted permanently for trips 20 miles in length or shorter. This is an effort to encourage more localized travel on Metrolink.
- On October 28, 2016 the Board of Directors made revisions to the Quality Service Pledge and Ride Promise portion of this policy.
- The RCTC promotional fares that were initiated on June 6, 2016 officially ended on December 6, 2016 after a six month pilot.
- RCTC launched new promotional fares on December 7, 2016. All ticket types are discounted by 25% for trips to or from the four new Perris Valley extension stations.

2017

- On March 24, 2017, service policies and Title VI policies were removed from the Fare Policies and Procedures document and spun off into their own documents. There were no changes to the content of the policies.

2018

- On February 9, 2018, the Board of Directors approved to make the 25% fare reduction permanent for the Perris Valley Line.
- On May 11, 2018, the Board of Directors approved the 25% fare reduction pilot for the San Bernardino Line for an initial period of six months effective July 1, 2018
- On November 2, 2018, the Board of Directors approved to make the 25% fare reduction permanent for the San Bernardino Line

2019

- On April 5, 2019, an administrative change was made to the fare policy to remove the 4-Trip tickets that has been discontinued

2020

- On October 23, 2020, the Board approved Fare Policy Goals and Guiding Principles.

2021

- On February 26, 2021, the Board approved the 5-Day Flex Pass and the "Kids Ride Free on Weekends" program as part of Metrolink's regular fare structure.

2022

- On September 23, 2022, the Board approved the 10-Day Flex Pass program as part of Metrolink's regular fare structure.

2023

- On July 28, 2023, the Board approved the Mobility-4-All program which provides a 50% fare discount for low-income individuals with an EBT card.

2026

- On July 26, 2026, the Board adopted changes to the Metrolink fare policy which include:
  a) Discontinuing the Round-trip Ticket, 7-Day Pass, and 10-Day Flex Pass.
  b) Introducing a weekday version of the Weekend Day Pass for weekdays, and re-branding of both as “SoCal Day Pass”.
  c) Introducing the L.A. Zone Day Pass for travel only between LA Union Station, Glendale, Burbank Downtown, Burbank Airport North/South, Cal State LA, Commerce, and Montebello.
  d) Introducing a discount for military veterans, and making all current ticket types eligible for active military and veterans discount.
  e) Making all discounts eligible for the SoCal Day Pass.
  f) Raising the student fare discount to 50% from the regular 25%.
  g) Removing inconsistencies in ticket validity periods and extending the expiration of the One-way Ticket from 3 hours to 5 hours after purchase.
  h) Raising the price of the One-way Ticket by 14%, and raising the price of the SoCal Day Pass from $15 to $19 on weekdays, and from $10 to $12 on weekends.



Fare Change Recommendations



Public Comment Period
May 1 – June 15

- **Public Meetings** (May 13-14): 100 attendees, 33 comments
- **Online Survey:** 1,565 responses
- **Social Media:**
  - Next Door: 346 comments
  - Other Platforms: 168 contacts and responses
- **Online Comment Form:** 103 comments received

Customer feedback – Key Findings

Strong support for adopting the current simplified fare structure.

Strongest opposition to service reductions.

When forced to weigh higher fares against reduced service, customers overwhelmingly chose higher fares.

METROLINK



Recommendations

1. **Adopt the current simplified fare structure pilot, incl. the 50% Student Fare Discount**
2. **Adopt limited fare increases (not before Oct 1):**
   a. Raise the price of One-way Tickets by **14%**
   b. Raise the price of SoCal Day Passes
      - Weekdays from **$15 to $19**
      - Weekends from **$10 to $12**



1. Metrolink has not raised fares in 13 years.
2. The recommended fare changes are in compliance with Title VI requirements.

Next Steps

June 26: Public Hearing,
Board votes on fare recommendations

June 30: Fare pilot ends

October 1: Earliest launch of fare increase

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Thank you.

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metrolinktrains.com/meeting

ITEM ID:	**2026-234-0**
TRANSMITTAL DATE:	**June 18, 2026**
MEETING DATE:	**June 26, 2026**
TO:	**Board of Directors**
FROM:	**Darren Kettle, Chief Executive Officer**
SUBJECT:	**Successor Collective Bargaining Agreement with the Amalgamated Transit Union Local 1277**

Issue

Approval of the successor one-year collective bargaining agreement covering wages, benefits, and working conditions with the Amalgamated Transit Union Local 1277.

Recommendation

It is recommended that the Board approve a one-year successor Collective Bargaining Agreement as detailed in the attached Collective Bargaining Agreement (CBA) covering wages, benefits, and working conditions with the Amalgamated Transit Union Local 1277. The term of the CBA shall be from July 1, 2026 through June 30, 2027. This agreement is consistent with the Board authority as provided to the negotiating team.

Strategic Commitment

This report aligns with the Strategic Business Plan commitment of:

- **Modernizing Business Practices:** We will improve our operational efficiency through transparency, objective metrics and streamlined governance, reducing over-reliance on subsidy while bringing our system into a state of good repair and investing in the development of our employees.

Background

On February 8, 2019, the Governing Board approved and adopted the Collective Bargaining

Agreement between Southern California Regional Rail Authority/Metrolink and Amalgamated Transit Union, ATU Local 1277 for the duration of February 8, 2019 through December 31, 2022. On May 28, 2021, the Board the adopted the Letter of Agreement to incorporate the Senior Customer Relations Representative and Customer Relations Representative classifications into ATU Local 1277 incorporating additional terms in these classifications. Subsequently, the Board approved and adopted a successor CBA for the duration of January 1, 2023 through June 30, 2026.

On January 16, 2026, Metrolink and ATU 1277 started negotiations for a successor agreement for the classifications of Rail Traffic Controller, Rail Traffic Coordinator, Communications Coordinator, Senior Customer Relations Representative and Customer Relations Representative. The bargaining unit consists of 47 full-time employees (FTEs):

- Rail Traffic Controllers: 21 FTEs
- Rail Traffic Coordinators: 6 FTEs
- Communications Coordinators: 7 FTEs
- Senior Customer Relations Representatives: 3 FTEs
- Customer Relations Representatives: 10 FTEs

After 13 collective bargaining sessions, the parties reached a tentative agreement on April 27, 2026 subject to Board approval as outlined below.

Wages:

- Adopt a wage increase of three percent (3%) effective the first day of the first full pay period in July 2026 (July 5, 2026) through June 30, 2027 as provided in Appendix A-E of the attached CBA (Attachment A).
- During the time of this agreement only (July 1, 2026 to June 30, 2027), if Metrolink provides an across-the-board cost of living adjustment wage increase to non-bargaining unit employees that is greater than the wage increase provided for ATU-represented employees covered by this Agreement, then ATU-represented employees shall receive the same increase in wages provided to the non-bargaining unit employees.
- During the duration of this Agreement only (July 1, 2026 to June 30, 2027), if Metrolink provides for a merit program pay increase for non-bargaining unit employees, then Metrolink agrees to provide ATU-represented employees an additional across-the-board one percent (1%) wage increase retroactive to the first day of the first pay period in July 2026.

Working Conditions:

- Establish a Relief Line pilot program for two (2) Rail Traffic Controllers (one on first shift and one on second shift) to provide coverage for scheduled vacations, PTO, training, sick leave, and other temporary vacancies as determined by operational needs.
- Implement a pilot Telecommuting Program and Agreement for Communications Coordinators to work remotely one shift per week to be effective from January 17 to July 10, 2027.
- Ability for Metrolink to hire more than six (6) temporary SSE employees for fourteen (14) days before and after the duration of the 2026 FIFA World Cup (June 11, 2026 to July 19, 2026).

- Adopt a Dress Code policy to allow for business casual attire.
- Parties agree to meeting and confer over the impacts of FRA enforcement if FRA begins to enforce 49 CFR 245.301 *et seq.*, concerning suspension, denial and/or revocation of dispatch certification, or issues any new or additional regulations in this area.

Discussion

After 13 collective bargaining sessions, the parties reached a tentative agreement on April 27, 2026 subject to Board approval as outlined below.

WAGES

A wage increase of 3% for all 47 members of the Bargaining Unit was agreed to by the parties. This increase will be processed after Board ratification of the CBA effective the first day of the first full pay period in July 2026 (July 5, 2026).

TENTATIVE AGREEMENTS REACHED

1. Dress Code
2. Flex Time for Holiday – Communication Coordinators
3. No Scheduled Training on Holidays
4. Assignment Bidding – change of dates
5. Grievance Procedure – removal of one step
6. Searchable Electronic Documents
7. Joint Labor Management Committee Frequency of Meetings
8. Change of Probationary Period for Communications Coordinators
9. Pilot Relief Line Assignment for Dispatchers
10. Pilot Telecommuting Program – Customer Service
11. Vacation Bidding – minimum 5-day increment and not allow to take if no PTO
12. Holiday – employee must work holiday to receive holiday premium
13. Attendance – clean up (not address SB 616)

NOTE: On May 19, 2026, the ATU conducted their ratification voting on the terms and conditions of the successor CBA and Metrolink was notified that the ATU ratification passed.

Budget Impact

The agreed upon increase amount is 3% which totals ~$143,538.00.

Next Steps

Request Board Approval to Ratify the Successor CBA.

Prepared by: Alberto Lara, Chief People Officer

Approved by: Alberto Lara, Chief People Officer

Attachment(s)

Attachment A - Metrolink ATU Successor CBA - July 2026 to June 2027
Presentation - ATU Agreement

COLLECTIVE BARGAINING AGREEMENT

BETWEEN

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY/ METROLINK

AND

AMALGAMATED TRANSIT UNION, ATU LOCAL 1277

July 1, 2026 – June 30, 2027

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Article 1 Recognition

Pursuant to state law, Amalgamated Transit Union Local 1277 ("ATU"/"Union") has been designated as the exclusive representative of all Rail Traffic Controllers (previously titled "Train Dispatcher"), Rail Traffic Coordinators (previously titled "Supervisor, Dispatching Operations and/or Chief Dispatcher"), Communications Coordinators, Senior Customer Relations Representatives, and Customer Relations Representatives at the Southern California Regional Rail Authority, the joint powers of authority that operates the Metrolink commuter rail system ("Metrolink"). The term "employee" or "employees" as used herein shall refer to employees employed by Metrolink in the bargaining unit containing the above classifications, as well as such classifications which may be added hereinafter to said unit.

Metrolink agrees that it shall recognize Union as the exclusive representative of all Rail Traffic Controllers, Rail Traffic Coordinators, Communication Coordinators, Senior Customer Relations Representatives, and Customer Relations Representatives in a bargaining unit for the purpose of meeting its obligations under the Meyers-Milias-Brown Act, Gov. Code Section 3500 *et seq*. Metrolink agrees that it shall comply with any and all applicable state laws when its rules and/or regulations affecting wages, hours or other terms and conditions of employment are amended or changed.

Article 2 Duration

The Parties agree that the duration of this Agreement shall be from July 1, 2026 to June 30, 2027.

If, during the duration of this Agreement only (July 1, 2026 to June 30, 2027), Metrolink provides an across-the-board cost of living adjustment wage increase to non-bargaining unit employees that is greater than the wage increase provided for ATU-represented employees covered by this Agreement, then ATU-represented employees shall receive the same increase in wages provided to the non-bargaining unit employees. Additionally, if during the duration of this Agreement only (July 1, 2026 to June 30, 2027) Metrolink provides for a merit program pay increase for non-bargaining unit employees, then Metrolink agrees to provide ATU-represented employees an additional across-the-board one percent (1%) wage increase retroactive to the first day of the first pay period in July 2026. This paragraph shall automatically sunset on June 30, 2027 and be removed from subsequent CBAs.

Article 3 Management Rights

All management rights shall remain vested exclusively with Metrolink, except as limited by law or other provisions of this Agreement:

- The right to operate Metrolink; to determine its mission, organization, and budget;
- The right to determine the type and kind of service to be rendered to the public, the equipment used, the standards, methods, and means of delivering service, and the number and qualifications of employees necessary to provide that service;
- The right to maintain orderly, effective, and efficient operations, and to direct the employees of Metrolink and its various departments in all aspects;
- The right to determine the procedures and standards for the selection, hiring, promotion, demotion, assignment, and transfer of employees, to set their job duties and performance standards, and to discipline or discharge employees pursuant to this CBA;
- The right to establish and modify the content of job classifications;
- The right to review and inspect, without notice, Metrolink's facilities and property, including without limitation computers and other electronic devices, work areas, desks, email, computer storage drives, voice mail, and filing cabinets;
- The right to interpret and implement applicable laws and regulations;
- The right to change or introduce different, new, or improved operations, technologies, methods or means regarding any Metrolink work;
- The right to relieve its employees from duty because of lack of work, lack of funds, or to restructure to achieve organizational efficiencies;
- The right to implement an Employer-Employee Relations Resolution as permitted by law and take action based on the provisions of said Resolution;
- The right to contract out work, subject to the following: Metrolink retains the sole and exclusive right to contract out bargaining unit work. For historical purposes, Metrolink chose in 2019 not to exercise that right with respect to the Dispatch Operations and Communications Coordinators for the duration of the initial base period of the Bundled Operations and Maintenance Contract.

Article 4 No Strike/No Lockout – Union Responsibility

SECTION 1.

The Union, its officers, agents, representatives and/or members agree that during the term of this Agreement they will not cause or condone any strike, walkout, slowdown, sick out or any other job action by withholding or refusing to perform services.

SECTION 2.

Metrolink agrees that it shall not lock out its employees during the term of this Agreement.

SECTION 3.

Any employee who willfully participates in any conduct prohibited in Section 1 above shall be subject to immediate termination by Metrolink.

Article 5 Distribution of Contract

Metrolink will make the Agreement available to all members of the bargaining unit electronically as a searchable electronic document.

Article 6 Negotiations

SECTION 1.

It is mutually agreed that all business comprehended by this Agreement shall be transacted between the designated representatives of Metrolink and the Union.

SECTION 2. Joint Labor Management Committee

1. Composition and Purpose

There shall be a Joint Labor Management Committee consisting of five (5) representatives appointed by the Union and up to an equal number of representatives appointed by SCRRA/Metrolink (which will include the Chief People Officer or their designee and members of management dependent upon the agenda items.) The Joint Labor-Management Committee will be formed for the purpose of reviewing, discussing and resolving issues of concern to either party in an effort to continue collaborative discussions as issues occur.

2. Employee Participation Without Loss of Compensation

Employees who are members of the Joint Labor Management Committee will be released from their work assignment to participate in the JLMC. If an employee who is a member of the Joint Labor Management Committee is regularly scheduled to work during the time a Joint Labor Management Committee meeting is being held, the employee shall be compensated for release time, paid at straight-time, for actual attendance at such a Joint Labor Management Committee meeting with a minimum of two (2) hours per employee per meeting and a maximum of five (5) hours (inclusive of the one hour pre-meeting release time for union stewards.) Employees do not earn overtime or premium pay during release time, and release time does not count as time worked for purposes of eligibility for overtime calculations. Effective April 30, 2023 release time counts as time worked for purposes of eligibility for overtime compensation. If an employee who is a member of the Joint Labor Management Committee is scheduled off on the day of the meeting, they may join the meeting on their own, unpaid time.

3. Frequency of Meetings

Meetings of the Joint Labor Management Committee shall be no longer than four (4) hours unless extended by mutual agreement and shall not be held more often than quarterly, except by mutual agreement. Employees will be required to report and/or return to their work assignment to account for their full shift hours. ATU 1277 may submit a proposed written agenda for each scheduled Joint Labor Management Committee meeting no later than seven (7) consecutive calendar days in advance of the scheduled meeting, not including the scheduled date for the meeting via email to the Chief People

Officer. Metrolink may add issues/concerns, if necessary. or submit an agenda if ATU did not submit one, no later than four (4) consecutive calendar days and return the final agenda to the President of ATU 1277. If both parties fail to provide an agenda within the above time frames, the meeting will be cancelled.

This Committee shall meet quarterly, in the months of March, June, September, and January. Meetings shall be held on the 3rd Wednesday of the month unless otherwise mutually agreed.

Any agreement reached between the parties at a meeting shall be memorialized and signed by representatives of both parties.

The Joint Labor Management Committee meetings shall not serve as a meet and confer session, but may be used to discuss non-disciplinary grievances.

Article 7 Warranty and Capacity

SECTION 1.

Each of the parties hereto warrants that it is under no disability of any kind that will prevent it from completely carrying out and performing each and all of the provisions of the Agreement, and further that it will not take any action of any kind that will prevent or impede it in the complete performance of each and every provision hereof. The parties acknowledge, however, that an inability to perform the terms of this agreement timely, or at all, due to the circumstances as described in Article 10 (Emergency Waiver Provision) of this Agreement, will not constitute a violation of this Agreement.

SECTION 2.

The individuals signing this Agreement in their official capacity, hereby warrant their authority to act for their respective parties.

SECTION 3.

This contract contains all of the agreements, stipulations and provisions agreed upon by either party.

Article 8 ATU Visitation Rights

Authorized ATU representatives shall be given access to work locations during hours the ATU members are working to conduct grievance investigations, represent members, and observe working conditions. An authorized ATU representative, other than Stewards, desiring access to a work location hereunder, shall inform the Metrolink CEO or designee upon arrival, if during regular working hours (8am to 5pm). If the visit is not during regular working hours the ATU representative shall provide reasonable advance notice to the Metrolink CEO or designee of the intended visit. While at Metrolink's facilities, the ATU representative agrees to observe the same security, conduct and safety rules and regulations of Metrolink as other visitors and shall not interfere with the performance or work of any employee or group of employees. Access to work locations will only be granted to ATU representatives on the current list. In no circumstances may a union grievance investigation or other visitation result in a violation of the hours of service rules.

Article 9 Stewards

SECTION 1.

Metrolink agrees to recognize one steward for each classification of members with the exception of the Customer Relations Representative (CRR) and Senior Customer Relations Representative (SCRR) classifications which shall be represented by a single steward from either classification. An employee can choose which steward shall represent them in meetings where they have a right to have a steward present. Stewards shall recognize that they have regular full-time duties as employees of Metrolink and shall conduct themselves in accordance with the requirements of all employees of Metrolink.

The Union shall have the responsibility to notify Metrolink in writing of the names of its duly authorized stewards. Metrolink shall not recognize or deal with any employee as a steward unless they are on the designated steward list.

Stewards shall spend only the time necessary to expeditiously carry out their functions as steward and shall not unduly restrict or interfere with the performance of their own duties.

Stewards shall not perform union duties during their work hours and may leave their immediate work location to perform union duties with prior permission from their immediate supervisor and the Chief People Officer. Stewards must inform their department manager and the Chief People Officer (or designee) of the reason for leaving the area and the expected time the Steward expects to be absent from the work location as soon as practicable. The steward shall be responsible for maintaining time records of the amount of time stewards spend in the performance of their steward duties. These records must be submitted on a monthly basis and approved by the Chief People Officer.

The stewards shall minimize the amount of interference with Metrolink's work in the performance of their duties. At no time may release time or performance of steward duties interfere with hours of service rules.

At any time either party may request to meet and confer regarding the application of this procedure.

Metrolink will grant reasonable release time to stewards for the performance of their union duties. Release time may include time for steward’s representation for grievances, arbitrations, meet and confer, disciplinary meetings, negotiations and joint labor/management meetings. The release time shall be reasonable and sufficient to accommodate for the stewards to complete their duties. Metrolink may deny requests for release time where necessary to ensure operational continuity. In no circumstance will release time in a given day exceed that employee’s scheduled hours. Employees do not earn overtime or premium pay during release time, and release time does not count as time worked for purposes of overtime calculations. Effective April 30, 2023, if Metrolink requests or directs that the steward perform union duties during the

steward's work hours, such release time counts as time worked for purposes of eligibility for overtime compensation.

Stewards will not attend or represent employees at root cause analysis meetings.

SECTION 2.

Metrolink will make space available for Union representatives and stewards to meet and caucus privately with members as available per Metrolink's scheduling practices and such use does not interfere with Metrolink business operations. The parties understand and agree that meeting space is limited. The Union will, whenever possible, request such space in advance.

Article 10 Emergency Waiver Provision

In the event of circumstances of a general disaster nature beyond the control of Metrolink, such as Acts of God, fire, flood, insurrection, civil disorder, national emergency or similar circumstances, provisions of this Collective Bargaining Agreement or the Personnel Rules or Resolutions of Metrolink which restrict Metrolink's ability to respond to these emergencies shall be suspended for the duration of such emergency. Within thirty (30) calendar days after the emergency is declared, ATU shall have the right to meet and confer with Metrolink regarding the impact on employees of the suspension of these provisions in the CBA and any personnel rules and policies. If the declared emergency extends beyond thirty (30) days, ATU may request additional meetings.

Article 11 Sole and Entire Collective Bargaining Agreement

SECTION 1.

It is the intent of the parties hereto that the provisions of this Collective Bargaining Agreement shall be the sole source of any and all rights asserted hereunder, and shall supersede all prior Agreements, Memoranda of Understanding, CBA, and contrary Salary, Personnel Resolutions or Rules and Regulations of Metrolink, oral or written, expressed or implied, between the parties. Any Metrolink personnel rules, regulations, policies and practices that do not conflict with the provisions of this Collective Bargaining Agreement shall remain in full force and effect. This Collective Bargaining Agreement is not intended to conflict with federal or state law.

SECTION 2.

It is understood and agreed that there exists within Metrolink, in written form, Personnel, Salary, Employee Relations Resolutions and/or Rules and Regulations of Metrolink ("Rules"). Such Rules may, at the sole discretion of Metrolink, stay in full force and effect or be modified as it sees fit, provided, however, that nothing therein shall be enforceable which is in conflict with this Collective Bargaining Agreement. New provisions or amendments to these Rules may be adopted and/or implemented by Metrolink. Metrolink will provide notice and an opportunity to meet and confer with the Union before implementing any changes to the Rules that would conflict with provisions of this Collective Bargaining Agreement or that otherwise fall within the scope of bargaining as required by law.

Article 12 Separability Provision

Should any provision of this Collective Bargaining Agreement be found to be inoperative, void or invalid by court of competent jurisdiction, all other provisions of this Collective Bargaining Agreement shall remain in full force and effect for the duration of this Collective Bargaining Agreement.

Article 13 Bulletin Boards/Public Notices

SECTION 1.

Metrolink will maintain glass enclosed bulletin boards in the following locations: one (1) in the Dispatch and Operations Center (DOC); one (1) at the Metrolink Operations Center (MOC); one (1) at Los Angeles Union Station (LAUS) and one (1) at Metrolink's headquarters in a mutually agreeable location. The bulletin boards will have locks and keys and the keys will be given to the duly authorized Union representative. The bulletin boards may be used by the Union for posting Union approved notices. No posting shall interfere with the efficiency, safety and security of Metrolink operations nor shall any posting contain any material defamatory or derogatory about any Metrolink employee or board member. No political campaign advocacy shall be posted for federal, state or local elections. Information related to internal Union elections may be posted.

SECTION 2.

Stewards, outside of scheduled hours, are allowed to distribute Union communications and materials to members directly during the Steward's non-working hours or at a mutually-agreed designated location, so long as the distribution of materials does not disrupt work operations, customer communications, or create an unsafe condition.

The Union representative shall not post or distribute any other notices, pamphlets, advertising, political matters or other kinds of literature upon Metrolink property.

Article 14 Seniority/Recall Bumping

SECTION 1.

Classification Seniority is defined as the length of service beginning on the employee's date of hire or promotion into a classification represented by the bargaining unit. Each classification represented by the bargaining unit shall have a separate seniority roster. Promotion to another position, such as Rail Traffic Controller, results in a new seniority roster date for the new classification. Whenever two or more employees in the same classification are hired on the same date, seniority is determined by the last digit of the members' social security number, with the highest number winning seniority. In the event of a tie the previous consecutive digit will be used, continuing until seniority is determined.

A member's Classification Seniority shall accrue on the classification roster in the classification where they currently hold a position.

SECTION 2.

Layoff: Any employee may be subject to layoff. The order of layoff will be decided on seniority within each classification.

Each regular employee who has been laid off from a position the person held shall, in writing, be offered reappointment in the same classification in the same department should a vacancy occur in the classification within two (2) years after the layoff. Recall shall occur in seniority order.

SECTION 3.

Employees shall lose all seniority rights and employment shall cease for any of the following reasons:

a) Resignation.

b) Discharge.

c) In the event of recall from a layoff, the failure to report their availability for work within five (5) business days after Metrolink sends UPS (Next Day Delivery Guaranteed) notice to employee's last known address shown on Metrolink records; hereafter this employee shall be available for work after ten (10) working days from the sending of notice of recall and date to report at the time and place specified, or they will be deemed to have voluntarily quit and shall lose all seniority. Metrolink will also overnight the recall notice to ATU.

d) Job Abandonment.

e) Disability retirement or approval of application for disability annuity by the Railroad Retirement Board or CalPERS.

f) Retirement.

g) As otherwise agreed by the parties, in writing.

SECTION 4.

Employees transferring between classifications with the written agreement of Metrolink and the Union, may bid during the interim period between regular sign-ups only for open or vacant shifts per process established in Article 19 of this agreement.

Article 15 Paydays/Paychecks

Employees shall be paid on Friday every other week. In the event a holiday falls on a payday, paychecks shall be issued on the previous day. All deductions will be shown on the paycheck stub or electronic pay statement. Metrolink may change to a payday other than Friday if mutually agreed upon. Metrolink shall provide the Union with a payroll schedule for the following year on or before December 15.

In the event there is a shortage in pay on a regular paycheck, an employee shall report the error to the Human Resources Department. Such shortage shall be made up in accordance with the following procedure (tax is the same as the rate on file):

1. A shortage of less than $100 will be included in the next regular paycheck following verification of the shortage by the payroll department. The payroll department shall complete verification within three (3) business days.

2. Shortages of $100 or more will require the issuance of a special check no later than five (5) working days after verification of the error by the payroll department or be paid via direct deposit in the next paycheck if agreed to by the employee. The payroll department shall complete verification within three (3) business days.

In the event an employee is erroneously overpaid by Metrolink, the Union and employee will be notified in writing of the amount of the overpayment and will be provided with an explanation of the circumstances which led to the overpayment. Within five (5) business days of the notification, the employee shall meet with Metrolink to negotiate a repayment schedule. The employee may involve a union representative in this process. If the parties are unable to agree on a repayment schedule, then Metrolink may initiate legal proceedings for repayment.

Article 16 Probationary Period

SECTION 1. Application

All newly hired, promoted and rehired employees covered by this Agreement are subject to the probationary period (except those recalled from layoff who previously passed probation in the job classification from which they were laid off).

SECTION 2. Definitions

Initial Probationary Period – The initial probationary period for Rail Traffic Controller, Rail Traffic Coordinator and Communications Coordinator shall be one (1) year of continuous service from the date a new employee is hired into this bargaining unit. The initial probationary period for SCRRs and CRRs shall be 1040 hours of actual work. Effective July 1, 2026, the initial probationary period for Communication Coordinators shall be 1040 hours of actual work. A Communications Coordinator who is on probation on July 1, 2026 shall also serve a 1040 hours of actual work probationary period. The probationary period shall be extended by the period of an employee's absences, if the absences total five (5) days or more.

Promotional Probationary Period – The promotional probationary period shall be ninety (90) calendar days of continuous service from the date an employee is promoted. The probationary period shall be extended by the period of an employee's absences, if the absences total five (5) working days or more. In the event a CRR, SCRR, or Communications Coordinator promotes to a Rail Traffic Controller position, they shall serve a one (1) year probationary period.

SECTION 3. Failure of Initial Probation

An employee may be terminated at any time and for any reason during the initial probationary period, which includes any applicable extension period, without right of appeal.

SECTION 4. Failure of Promotional Probation

An employee on promotional probation may be removed from the position for failure to satisfactorily complete the probationary period without right of appeal.

In the event that a bargaining unit employee is promoted within the bargaining unit, and fails their promotional probationary period or based on an employee's voluntary election, the employee may return to their prior classification, without loss of seniority in the prior classification, within ninety (90) days of the promotion. Employees who are released for disciplinary reasons during their promotional probationary period will have no right to return to their prior position.

SECTION 5. Performance Evaluation

During the initial and promotional probationary period, the employee's performance shall be evaluated periodically. The employee will be provided with a written copy of any performance evaluation(s).

SECTION 6. Extension of Probationary Period

The probationary period may be extended by mutual agreement between Metrolink and the Union for up to ninety (90) additional calendar days. If the parties agree to extend probation, Metrolink will schedule meetings once each month with the employee and Union to discuss the employee's progress towards successful completion of extended probation.

SECTION 7. Promotion Outside the Bargaining Unit

Employees who promote or transfer to position outside the bargaining unit will have no automatic right to return to their prior position, but may do so by mutual agreement.

Employees who return to prior positions within the bargaining unit pursuant to the above paragraphs, within one year of their promotion or transfer will have their seniority restored in the prior classification.

Article 17 Discipline

A. General Principles

1. Application of this Article: This Article shall not apply to newly hired or newly promoted employees who have not completed their initial or promotional probationary period. It is understood that the probationary period is part of the selection process and designed to allow evaluation of an employee's fitness for continued employment.

2. Individual Employment Agreements are Null and Void: All employees covered by this CBA shall be subject to the disciplinary procedure set forth in this Article and any previous individual employment agreements are null and void.

3. Definition of Discipline Subject to This Article*:* All written discipline is subject to this Article. Verbal warnings, counselings, written confirmations of verbal counselings, performance evaluations, performance improvement plans, and corrective action plans are not considered discipline and are therefore not covered by this Article. Employees may submit a written response to these actions, which shall be placed in their personnel file.

4. Progressive Discipline: The concept of progressive discipline does not limit Metrolink's discretion to administer discipline at any level without the use of progressive discipline, if appropriate.

5. Designated Officers. All discipline will be issued by an officer designated by his or her department to administer discipline. The designated officer will generally administer discipline after an investigation and assessing the credibility of the witnesses and documentary evidence.

6. No Use Of Paid Time During Suspension. In no circumstance may an employee on suspension use accrued time off during the period of suspension.

B. Bases For Discipline

An employee who has successfully completed the probationary period for the position the employee occupies and is covered by this CBA may only be disciplined for just cause. The following are declared to be causes for discipline, although charges may be based on causes other than those listed herein:

1. Violation of any department rule, Metrolink policy or Metrolink regulation or resolution;
2. Absence without authorized leave;
3. Excessive absenteeism and/or tardiness;

4. Use of disability leave in a manner not authorized or provided for pursuant to the disability leave policy or other policies of Metrolink;
5. Making any false statement, omission or misrepresentation of a material fact;
6. Providing wrong or misleading information or other fraud in securing appointment, promotion or maintaining employment;
7. Unsatisfactory job performance;
8. Inefficiency;
9. Malfeasance or misconduct, which shall be deemed to include, but shall not be limited to the following acts or omissions:
   a. Conviction of a felony. "Conviction" shall be construed to be a determination of guilt of the accused by a court, including a plea of guilty or nolo contendre, regardless of sentence, grant of probation, or otherwise.
   b. The damaging of Metrolink property, equipment, or vehicles, or the waste of Metrolink supplies through negligence or misconduct.
10. Insubordination; or insulting or demeaning the authority of a supervisor or manager;
11. Dishonesty;
12. Theft;
13. Violation of Metrolink's or a department's confidentiality policies, or disclosure of confidential Metrolink information to any unauthorized person or entity;
14. Misuse or unauthorized use of any Metrolink property, including, but not limited to physical property, tools, equipment, Metrolink communication systems, Metrolink vehicles or Intellectual Property;
15. Mishandling of public funds;
16. Falsifying any Metrolink record;
17. Discourteous treatment of the public or other employees;
18. Failure to cooperate with employee's supervisor or fellow employees;
19. Violation of Metrolink's Drug-Free Workplace Policy;
20. Violation of Metrolink's Policy Against Harassment, Discrimination and Retaliation;
21. Violation of Metrolink's Workplace Security Policy;
22. Unapproved outside employment or activity that violates Metrolink's policy, or other enterprise that constitutes a conflict of interest with service to Metrolink;
23. Any conduct that impairs, disrupts or causes discredit to Metrolink, the employee's Metrolink employment, to the public service, or other employee's employment;
24. Failure to comply with OSHA Safety Standards and Metrolink safety policies;
25. Altering, falsifying, and tampering with time records, or recording time on another employee's time record;
26. Working overtime without prior authorization or refusing to work assigned overtime;
27. Carrying firearms or other dangerous weapons on Metrolink premises at any time, unless authorized to do so;

28. Rail Traffic Controllers and Rail Traffic Coordinators: violations of applicable state or federal regulations, the General Code of Operating Rules, Train Dispatchers Manual, or applicable Time Table and System Special Instructions.

C. Discipline Process

There may be three levels of discipline prior to discharge. Any of the three levels of formal discipline may be issued without following the normal sequence when a single incident is considered serious enough to warrant such action. These levels are:

1. First Written Reminder

This is the first level of formal discipline. It consists of a discussion between the appropriate Director, or designee and an employee, during which the Director, or designee seeks the employee's agreement to change behavior or performance and correct the problem, followed by a letter from the supervisor to the employee. A First Written Reminder is active for six (6) months except when an employee receives further formal discipline in the same category during the active period. Deactivation occurs when there is no longer any active discipline in that category.

2. Second Written Reminder

This is the second level of formal discipline. It consists of a formal conversation between the appropriate Director, or designee and the employee about a continuing or serious performance problem or a rule violation. This conversation is followed by the Director, or designee's letter to the employee, stating the specific reasons for the reminder. A Second Written Reminder is active for nine (9) months. The most recent disciplinary action determines the active life. Therefore, a Second Written Reminder will create a new active life for the entire disciplinary record.

3. Decision-Making Leave (DML)

This is the third and final level of formal discipline. It consists of a formal conversation with the appropriate Director, or their designee, about a continuing or serious performance problem or failure to follow Metrolink policies, rules and regulations. The employee is made aware that they must decide whether the employee is willing to make a commitment to change job performance and behavior. This commitment will require a total commitment by the employee to meet all Metrolink work rules and performance standards. This discussion is followed with the issuance, by the appropriate Director, or designee of a letter to

the employee stating the specific reasons for the DML including the information from the prior reminders.

The employee will then be placed on a DML with pay the following work day and must decide whether they are willing to make the required commitment, in order to be allowed to continue working for Metrolink.

The employee reports their decision to the appropriate Director, or designee the day after the DML through a written commitment to the supervisor on how they will successfully correct work performance and behavior. The appropriate Director, or designee may require the employee to amend their written plan for correcting the behavior when the supervisor deems it insufficient. This is an extremely serious step since the employee will be discharged for subsequent failure to meet Metrolink work rules and standards. Only one (1) active DML is allowed at any time.

A DML may be imposed when an employee's commitment to improve is not met during the nine (9) month period following a Second Written Reminder and/or when the employee commits a serious offense (whether or not previous discipline has taken place).

An employee is expected to take responsibility to improve in the area identified and to sustain continuous improvement and compliance. The minimum compliance period is twelve (12) months.

No other levels of formal discipline, except discharge, will be administered while the DML is active. Coaching will be used to improve employee performance.

4. Discharge

Metrolink may discharge an employee when another performance or behavior problem occurs within the twelve (12) month active period of the DML or when formal discipline fails to bring positive change in the employee's behavior or performance. Metrolink may discharge an employee when it determines that a single offense is of such a serious nature that the use of the progressive Positive Disciplinary procedure is not appropriate. A discharge notice due to egregious behavior may include a description of the behavior and the reason for the discharge. The employee will sign an acknowledgement of receiving the discharge notice.

D. Discipline Procedure

The following procedures may be used to implement the three levels of formal discipline:

1. Formal Disciplinary Discussion

During the formal disciplinary discussion, the supervisor will (i) discuss the problem with the employee; (ii) remind the employee of the importance of their commitment to follow work rules; (iii) inform the employee of the steps for formal discipline, referring specifically to the current step and restate the employee's need to live up to their commitment; (iv) inform the employee that written reminders and a DML in effect during the performance evaluations period may affect an employee's performance rating; and (v) close the meeting by expressing confidence in the employee's ability to change.

The supervisor will document the discussion by preparing a written letter/memo outlining the conversation including the date the formal discipline was administered and supervisor's signature, give the original letter to the employee, keep a copy for the supervisor's file and provide a copy to Human Resources.

2. Active Period

When an employee is placed on an approved leave of absence or is on a workers compensation leave or placed on light duty, the active period of the formal discipline will be suspended until the employee returns to duty. Vacation leave will not suspend the active life of formal discipline.

Should an employee transfer to another department, formal discipline will remain active and in effect and the current supervisor of the employee shall be responsible for making the new supervisor aware of the active discipline.

3. Future Reference

Reminder and DML notices and letters are kept in the Positive Discipline Active File. While Reminders and DML's may be deactivated after the requisite time period, if further discipline occurs after the active period, prior formal discipline information may be referenced in future discipline to demonstrate prior history, pattern of performance or behavior or notice. Deactivated discipline may not be relied upon for determination of future discipline, but constitutes notice.

4. Discipline is subject to the Grievance Procedure of this CBA.

E. Miscellaneous Issues

1. For suspensions of forty (40) hours or more, demotions, and termination, Metrolink shall comply with the pre-disciplinary due process required under Skelly v State Personnel Board prior to the issuance of final discipline.

F. Administrative Leave and Crisis Suspension

1. Administrative Leave

Metrolink may place an employee on an administrative leave with pay pending a potential disciplinary action. Administrative leave with pay is authorized: (1) when Metrolink believes that the employee's continued presence at the work site could have detrimental consequences for Metrolink operations, or (2) pending investigation into charges of misconduct. If the charges against the employee are substantiated by the investigation, appropriate disciplinary action may be taken in accordance with this Article.

2. Crisis Suspension

An employee may be suspended immediately without pay, without regard to the Positive Discipline process, and without prior written notice when an employee's inappropriate behavior is so serious that immediate removal from the workplace is necessary to prevent detrimental impact to the employee, co-workers, customers or Metrolink or to avert serious disruption of governmental business. The employee will be required to leave Metrolink property, pending an investigation.

After the investigation is completed, a crisis suspension will be concluded in the following manner:

i. If Metrolink finds that the alleged misconduct is not sustained, the employee will return to work and be paid for the time off.

ii. If Metrolink finds that disciplinary action is appropriate, but discharge is not, the appropriate level of formal discipline will be administered and the employee may be paid for the time off if appropriate.

iii. If Metrolink finds that discharge is appropriate, the employee will be proposed for discharge, subject to the disciplinary procedures set forth in this Article.

G. Consequences for Denial, Suspension or Revocation of Certification Under 49 CFR 245 *et seq*

As of the effective date of this Agreement, the Federal Railroad Administration (FRA) is not enforcing the provisions of 49 CFR 245.301 *et seq.*, concerning suspension, denial and/or revocation of dispatch certification.

If the FRA begins to enforce 49 CFR 245.301 *et seq.*, or issues any new or additional regulations in this area, the parties agree that they will follow their legal obligations to meet and confer regarding the impacts of FRA enforcement.

Article 18 Grievance Procedure

A. General Principles

The following procedure is adopted by the Parties to provide for the orderly and efficient disposition of grievances and is the sole and exclusive procedure for resolving grievances as defined herein.

1. Definition: A grievance shall be defined as any dispute which involves the interpretation or application of this Agreement. Grievances shall not include complaints of discrimination, retaliation, and harassment prohibited by state or federal law, which may instead be addressed and resolved under Human Resources Policies and Procedures 1.2.2 and/or as allowed under state and federal law.

2. Time Limits: The time limits set forth herein may be extended or waived by mutual agreement of the parties. Any such agreement must be confirmed in writing. For purposes of calculation of time a "day" is defined as a day when the administrative offices of Metrolink are open for business. The parties agree that any filings under this section may be served via email so long as it is emailed by 5:30pm on the date of the deadline. Either party failing to meet the time limits will forfeit its case.

   If either party fails to cooperate in scheduling any meeting within the deadlines set forth below, it shall result in a forfeiture by the party that fails to cooperate. The parties may extend the time to convene a meeting by mutual agreement.

3. Steps of the Procedure: All grievances must be initiated at Step 1 of the grievance procedure. An employee/group of employees shall first attempt to resolve the alleged violation informally with his/her immediate supervisor. If the grievance involves a disciplinary termination decision subject to appeal under Article 17, the Union must file its appeal in writing within ten (10) business days of the receipt of the termination decision. A grievance of termination shall be initiated at Step 2.

B. Grievance Procedure

1. Step 1:

If the grievance is over contract interpretation, it shall be filed in writing within ten (10) days of the incident giving rise to the grievance, or within ten (10) days of when the Union or employee should reasonably have been expected to have learned of the alleged violation. Union will submit the grievance on behalf of the represented employee(s) in writing to the director of the respective classification, and copied to the Chief People Officer, and it shall set forth the facts of the grievance, the terms and conditions of this Agreement claimed to have been violated, misapplied or misinterpreted, and the remedy or solution being sought by the Union. The grievance shall be submitted on a mutually-agreed form, in person or via email. If submitted in person, it shall be signed and dated.

The Department Chief, (or designee) shall schedule a meeting, within ten (10) calendar days and the meeting shall be convened within fifteen (15) business days upon receipt of the grievance. The meeting shall be held with the Union prior to making a determination and the Department Chief (or designee) shall respond in writing to the Union within twenty (20) days of the meeting.

If the grievance is over a disciplinary decision, the Union must file the appeal in writing within ten (10) days of the receipt of the disciplinary decision. The Department Chief (or designee) shall schedule a meeting within ten (10) days and the meeting shall be convened within fifteen (15) business days of the receipt of the grievance. The meeting shall be held prior to Metrolink making a determination and the Department Chief (or designee) shall respond to the Union within twenty (20) days of the meeting.

If the grievance concerns a termination, the Union shall file it at Step 2, in writing, within ten (10) days of the Union's receipt of the notice of termination.

2. Step 2:

If dissatisfied with the Department Chief's (or designee's) response at Step 1, the Union may appeal the grievance to the Chief Executive Officer, in writing, within ten (10) days of receipt of the Step 1 response. If the grievance concerns a termination, the Union shall file it at Step 2, in writing, within ten (10) days of the Union's receipt of the notice of termination. The Step 2 grievance shall be submitted on a mutually-agreed form, in person or via email. If submitted in person, it shall be signed and dated. The Chief Executive Officer (or designee) shall schedule a meeting within ten (10) calendar days and the meeting will be convened within fifteen (15) business days of receipt of the Step 2 grievance or the receipt of the initial grievance if it concerns a termination. At this meeting, both parties will be afforded an opportunity to present their position on the grievance. The CEO (or designee) shall issue Metrolink's final written determination within twenty (20) days of the meeting.

3. Step 3:

a. The Union may appeal the Chief Executive Officer's (or designee's) determination to an outside impartial hearing officer (arbitrator) and request a hearing. The notice to appeal must be in writing and must be submitted to the Chief Executive Officer, or designee, within fifteen (15) days of receipt of the Chief Executive Officer's decision at Step 2. The Step 3 grievance shall be submitted on a mutually-agreed form, in person or via email. If submitted in person, it shall be signed and dated.

b. Upon receipt of a timely request for an appeal, the parties may either mutually select an arbitrator or Metrolink shall request a list of seven (7) arbitrators registered with the California State Conciliation and Mediation Service or some other mutually agreed upon source within ten (10) days of Union's request. The

parties shall flip a coin to decide who will strike first and will then alternately strike names, the name remaining will be the neutral arbitrator.

c. The role of the arbitrator shall be to determine if Metrolink's final determination is consistent with just cause and/or the terms of this Agreement. The arbitrator shall have no authority to modify, vary, alter, amend, add or take away from any of the terms or provisions of this CBA. The arbitrator shall make that review, hold a hearing at which both sides may present their arguments and evidence, including witnesses, and subsequently issue a written decision.

d. The decision of the Arbitrator shall be final and binding on the parties. The arbitrator shall issue his/her decision within thirty (30) days of the closing of the hearing.

e. The costs of the arbitration/hearing, including the court reporter, transcripts, shall be divided in half (i.e., 50/50) by the parties. Attorney fees, staff time and witness fees shall not be shared between the parties and shall be paid by the party that incurred the cost.

ARTICLE 19 Work Schedules, Bidding and Extra Board

SECTION 1. Rail Traffic Controllers & Rail Traffic Coordinators

A. Work Week

The Fair Labor Standards Act defines a workweek as a regularly recurring period of 168 hours in seven consecutive 24-hour periods. The workweek need not coincide with the calendar week. For purposes of this Agreement, the workweek begins at 0001 hours each Sunday and ends at 2359 hours the following Saturday.

1. Rail Traffic Controllers & Rail Traffic Coordinators

i. Rail Traffic Controllers and Rail Traffic Coordinators shall be assigned to eight (8) hour and ten (10) minute shifts. Rail Traffic Controllers & Rail Traffic Coordinators shall be paid overtime for hours worked in excess of eight (8) hours in a day and over forty (40) hours in a week.

ii. Rail Traffic Controllers and Rail Traffic Coordinators, except those assigned to the Extra-Board, shall be assigned a work week of five (5) consecutive workdays of eight (8) consecutive work hours within a seven (7) day period and two (2) consecutive days off.

iii. PTO leave does not count as "hours worked" for purposes of eligibility for overtime.

B. Assignment/Scheduling Bidding

1. Rail Traffic Controllers

i. On October 1 of each year, Rail Traffic Controllers will bid for assignments in classification seniority order. Bidding will be accepted until October 15 at 2359 hours. Rail Traffic Controllers may designate a proxy to submit a bid on their behalf. Rail Traffic Controllers who do not submit a bid have until October 17 at 2359 hours to select any available assignment. Members who are absent during the bidding window have 48 hours to select any available assignment when they return to duty.

a. Bidding assignments, except those on the extra-board, must indicate the days off, shift, and the desk to be worked. Only assignments designated as Extra Board positions are subject to extra board requirements.

b. Bidding will be conducted electronically via email or by phone if electronic communication is not available to the member. All bids will be forwarded to the Union Steward during the bidding period. If by phone, the Union Steward will reflect the time and date of the call, along with the bid in an email addressed to the Union Steward,

the local president, and the local vice president. At the close of the bidding period, the Union Steward will forward all bids to the Senior Manager, Dispatching.

c. Employees shall be released to their bidded and awarded assignments on the first Sunday of the new year. Mutual written agreement between Union and Metrolink may extend this. Once released, employees will be afforded all premium pays associated with the assignment released to. If the member will not be rested for a new assignment, they shall be paid for up to eight (8) hours (paid at straight time) until rested. Metrolink will abide by all rules and regulations regarding hours of service requirements.

d. If an employee requires training for an awarded assignment, a training schedule will be developed and implemented, after in-person or virtual notification to the Union. Training will be scheduled on the new bid/assigned shift and Metrolink will make every effort to schedule training on consecutive days until completed. Employees shall not be paid overtime for time spent during this training period, unless required to train beyond eight (8) hours in a day or forty (40) hours in a week.

ii. Metrolink agrees to implement a pilot program for two (2) Rail Traffic Controllers to bid a Relief Line with one on first shift and one on second shift. This pilot program shall be in effect for at least five months. Thereafter, Metrolink may unilaterally cancel this pilot program no earlier than June 3, 2027, and upon thirty (30) calendar days notice. If Metrolink cancels the relief line pilot program, the parties agree that Section 1.B.iii. no longer applies and the relief line employees will be subject to Article 19, Section 1.D's provisions regarding abolished shifts and two new Extra Board positions will be created and any suspended Extra Board provisions of Article 19 will resume.

Metrolink shall post the two relief line assignments for bid as part of the October 2026 Sadie Hawkins bid process, with assignments to begin on January 3, 2027.

iii. Relief Line

a. Purpose: Rail Traffic Controllers assigned to the Relief Line shall provide coverage for scheduled vacations, PTO, training, sick leave, and other temporary vacancies as determined by operational needs.
b. Days Off: Relief Line holders shall be assigned two (2) consecutive days off per workweek, identified during the bidding process.
c. Temporary Assignments

1. Relief Line shifts will be posted at least two (2) weeks in advance.
2. Relief Line holders may be temporarily assigned to different shifts, desks, or job assignments, including same-day coverage for unplanned absences, to meet operational needs. Employees shall receive overtime (at the rate of 1.5 times their hourly rate) for hours worked on a shift with different hours from their bidded/scheduled shift.
3. Temporary reassignment shall not constitute a permanent schedule change and shall not require written employee agreement.

d. Hold-Down Assignments: When assigned to cover a scheduled absence of five (5) consecutive workdays or more, a Relief Line holder may be placed on a hold-down and assume the full schedule, including workdays and rest days, of the assignment being covered for the duration of that absence, without loss of pay.

Placement into or removal from a hold-down shall not constitute a permanent reassignment and shall not create a schedule change for purposes of overtime or premium pay when transitioning into or out of the hold-down assignment.

Upon completion of the hold-down, the Relief Line holder shall return to their Relief Line assignment.

2. Rail Traffic Coordinators

i. On October 1 of each year, Rail Traffic Coordinators will bid for assignments in classification seniority order. Bidding will be accepted until October 15 at 2359 hours. Rail Traffic Coordinators may designate a proxy to submit a bid on their behalf. Rail Traffic Coordinators who do not submit a bid, or who are absent during the bidding window, will be allowed to select any available assignment when they return to duty or at the end of the bidding window, whichever is applicable.

a. Bidding will be conducted electronically via email or by phone if electronic communication is not available to the member. All bids will be forwarded to the Union Steward during the bidding period. If by phone, the Union Steward will reflect the time and date of the call, along with the bid in an email addressed to the Union Steward, the local president, and the local vice president. At the close of the bidding period, the Union Steward will forward all bids to the Senior Manager, Dispatching.

b. Bidded and awarded assignments will take effect on the first Sunday of the new year.

c. Employees shall be released to their bidded and awarded assignments on the first Sunday of the new year. Mutual written agreement between Union and Metrolink may extend this. Once released, employees will be afforded all premium pays associated with the assignment released to.

C. Extra Board

1. Employees assigned to the Extra Board are guaranteed forty (40) hours of pay per work week, even if scheduled to work for less than forty (40) hours.

2. Extra Board personnel are guaranteed one scheduled day of rest per work week which will be clearly indicated during the bidding process.

~~i. A scheduled six (6) or more person Extra Board shall have at least one (1) assignment dedicated to each shift, totaling three assignments, biddable every quarter as follows:~~

~~Quarter~~	~~Jan 1 – Mar 31~~	~~Apr 1 – Jun 30~~	~~Jul 1 – Sep 30~~	~~Oct 1 – Dec 31~~
~~Bidding Window*~~	~~Dec 5 prior year~~	~~Mar 1~~	~~Jun 1~~	~~Sep 1~~

~~*Bids will be accepted for 48 hours from the date indicated.~~

~~a. The quarterly shift assignment bidding is only available to Rail Traffic Controllers assigned to the Extra Board.~~

~~b. Quarterly shift assignments will not be forced assigned.~~

~~c. The remaining Extra Board assignments will be available for all shifts.~~

ii. When an Extra Board member bids and is awarded a vacation request of five (5) consecutive days (or groupings of five (5) consecutive days) that starts the day immediately after their assigned rest day, the member will receive two (2) consecutive days off before and after the five days, inclusive of their assigned rest day. The member will only be required to use forty (40) hours of PTO for the total of nine (9) consecutive days off when they request five consecutive days off. For example, if an Extra Board member has their assigned rest day on Sunday, they shall have off Saturday (unpaid) and Sunday (unpaid) and will use PTO on Monday, Tuesday, Wednesday, Thursday, and Friday, and will be off on Saturday (unpaid) and Sunday (unpaid) and return to work on Monday.

If the Extra Board member requests PTO of five (5) consecutive days or more outside of the vacation bidding period, there is no guarantee that the employee will receive the two consecutive rest days before and after the request.

~~iii. If the Extra Board is scheduled for less than six (6) persons, Metrolink will implement the Hold Down language of Article 19, Section 5 or continue with the quarterly shift bids set forth above in Section C.2.i. Metrolink shall consult with ATU prior to making the decision as which option to follow. The hold down language is inactive so long as the Extra Board is scheduled for six (6) or more persons.~~

The struck-through portions of this Subsection C shall be suspended for the duration of the Relief Line pilot program only but remain in effect before the Relief Line program begins and resume if the pilot program is cancelled.

3. On-call Period for Short Notice Vacancies

   i. A short notice vacancy is any assignment needing to be staffed with less than 24-hour notice.

   ii. Extra board personnel assigned to a shift are required to respond to the call period for the shift they are assigned to. Extra board personnel not assigned to a shift are required to respond to a work call during the on-call period for every shift. Those periods are as follows:

      a. First Shift – 0300 to 0630

      b. Second Shift – 1100 to 1430

      c. Third Shift – 1900 to 2230

   iii. Extra board personnel must be available via phone during the on-call period. Extra Board personnel must provide an accurate current phone number where they can be reached to Metrolink. Extra Board personnel must respond to a work call within fifteen 15 minutes of receiving notification to report to work and will have two (2) hours from notification to report for duty or the start of shift, whichever is greater.

   iv. Extra board personnel may still respond to a work call outside of the on-call period but are not required to do so.

4. Extra Board personnel who fail to respond within 15-minutes during an on-call period is considered a “missed call.” Employees who mark off after receiving a work call or call out for an assigned extra board shift or have a missed call shall be subject to the following:

i. On the first mark off or missed call, Rail Traffic Controllers and Rail Traffic Coordinators will lose the 40-hour pay guarantee for the week of the mark off.

a. Members may elect to use PTO or request to be scheduled a sufficient number of hours to balance a 40-hour work week. If the employee request to be scheduled a different shift to offset the hours, overtime will not apply.

ii. On the second mark off or missed call in the same 12-month rolling period, Rail Traffic Controllers and Rail Traffic Coordinators will lose their 40-hour pay guarantee and receive a first written warning. The observable period for the first written warning may extend the rolling period, if applicable.

a. Members may elect to use PTO or request to be scheduled a sufficient number of hours to balance a 40-hour work week. If the employee request to be scheduled a different shift to offset the hours, overtime will not apply.

iii. On the third mark off or missed call in the same 12-month rolling period, Rail Traffic Controllers and Rail Traffic Coordinators will lose the 40-hour pay guarantee for the week of the mark off and receive a second written warning. The observable period for the second written warning may extend the rolling period, if applicable.

iv. Subsequent mark offs beyond the third mark off in rolling 12-month period are grounds for dismissal.

v. A missed call or mark off after receiving a work call may be excused by the Director, Dispatching Operations if it is determined that the employee has provided supporting documentation of an extenuating circumstance.

5. An Extra Board who is called to work and released prior to arriving to the office will receive two (2) hours of pay. An Extra Board employee who reports to work and is sent home without working will be paid for four (4) hours of work.

6. If an Extra Board employee works more than eight (8) consecutive days, they shall receive Relief Pay. Relief Pay for purposes of this section shall be defined as twice the member's hourly rate of pay. Beyond the eighth (8^{th}) consecutive day worked, the Extra Board employee must be given two (2) consecutive days of rest. If the employee is not given two (2) consecutive days of rest, any day worked beyond the eighth (8^{th}) day will be considered a consecutive workday for purposes of this paragraph. Upon mutual written agreement, the employee can waive relief pay and be allowed to work and be paid in accordance with other premium pays described in this CBA.

7. Every effort shall be made to not schedule an Extra Board employee to work more than two (2) different shifts in a work week.

8. Every effort shall be made to provide employees assigned to the Rail Traffic Coordinator Extra Board a fifteen (15)-hour rest period. If required to work with less than fifteen (15) hours of rest, the member assigned to the Rail Traffic Coordinator Extra Board will be paid time and one-half their regular rate of pay for the second shift.

D. Scheduling

1. Metrolink shall develop, design, and implement work schedules that are consistent with business and operational requirements to ensure adequate and acceptable staff coverage to meet workload demands and business needs. Before implementing a new schedule, the respective classification Director (or designee) shall meet with the Union to discuss the proposed schedule. Metrolink has the right to make the final decision regarding the schedule.

2. Metrolink shall be responsible for maintaining the schedule by ensuring all posted positions are staffed, whenever possible, notifying personnel in seniority order when overtime or temporary vacancies are available, and notifying the Union when positions are vacant. Overtime will be offered in seniority order, based on qualifications and hours of service restrictions. Management will call or text an employee if a schedule change is made after the employee leaves work for the day and any day the employee is on their guaranteed day off, and the schedule change is for the day following the day off. Failure to notify the employee will result in no disciple or loss of pay.

3. For all schedules, the Director (or designee) reserves the right to adjust the shift times, to adjust shifts, and to abolish assignments upon thirty (30) days' notice to the classification steward, if such adjustment(s) are made outside the bidding window (aka "Sadie Hawkins period").

    i. Any member displaced due to an abolished shift or assignment will not forfeit their awarded vacation(s). The member may elect to extend or shorten a vacation when requested by the scheduler.

    ii. Any member displaced by an abolished shift or assignment shall be allowed to displace (bump) an employee of lesser seniority. The bumping process shall start 48 hours after notification to the union of the abolished job. This process shall repeat until it reaches the most junior employee. Employees will not be released to their bump until after the job has been abolished. Release dates may be modified by mutual agreement of the Union and Metrolink.

    iii. Bumps must be placed within 48 hours of notification of abolishment or of notification an employee has been bumped. If employee does not place

the bump within 48 hours, they will be unable to bump and the employee will be forced to any open position.

4. When faced with an emergency as defined in Article 10 of the CBA, Metrolink will abide by Article 10.

SECTION 2. Communications Coordinators, Senior Customer Relations Representatives, and Customer Relations Representatives

A. Work Week

The Fair Labor Standards Act defines a workweek as a regularly recurring period of 168 hours in seven consecutive 24-hour periods. The workweek need not coincide with the calendar week. For purposes of this Agreement, the workweek begins at 0001 hours each Sunday and ends at 2359 hours the following Saturday.

Communications Coordinators, Senior Customer Relations Representatives (SCRR), and Customer Relations Representatives (CRR) shall work a forty (40) hour work week under either a 4/10, or 5/40 schedule, except during their first pay period of employment where they may only be assigned four days or less due to onboarding if the employee agrees or they will be assigned to work on Saturday. Employees shall bid their assignment, including the number of days and hours, as set forth below.

i. If a Communications Coordinator, SCRR, or CRR is assigned a 4/10 schedule, the 4/10 weekly work schedule shall consist of four (4) consecutive workdays of ten (10) working hours each excluding the meal period, followed by three (3) consecutive days off.

ii. A Communications Coordinator, SCRR, or CRR assigned to a 4/10 work schedule shall receive eight (8) hours of pay for holidays.

iii. Should Communications Coordinators, SCRR, or CRR's be assigned to a 9/80 work schedule in the future, the designated FLSA workweek shall begin exactly four (4) hours after the start of their eight (8)-hour shift on the day of the week that corresponds with the employee's alternating regular day off.

iv. If a Communications Coordinator, SCRR, or CRR is assigned to a 5/40 work schedule, he/she shall be assigned a work week of five (5) consecutive workdays of eight (8) consecutive work hours of work within a seven (7) day period and two (2) consecutive days off.

v. PTO leave does not count as "hours worked" for purposes of eligibility for overtime.

vi. When mandated to work an overtime shift, employees, upon request, shall be provided at least eight (8) hours of rest unless mutually agreed upon by the

employee and management. Any mandated overtime work will not require an employee to work more than twelve (12) consecutive hours, unless mutually agreed upon between the employee and management. If an employee works a mandatory overtime shift of four or more hours, they shall be placed at the bottom of the mandatory list.

B. Relief Assignment

a. If a Communications Coordinator, SCRR, or CRR is assigned to a relief assignment, he/she will provide coverage for vacations and scheduled PTO.

i. The member(s) assigned to a relief assignment will be utilized to cover scheduled vacations and PTO requests. The member will be used to cover vacations of five (5) days or more first and then may be used to cover single PTO vacancies. The schedule will mirror an assignment's work week, including days off. The agency will not adjust the relief job schedule to avoid paying overtime.

ii. The relief assignment will have a schedule assigned to them at least two (2) weeks in advance and any changes made thereafter will require the member's agreement, in writing. If the member agrees to the changes, including all days and hours changed from the original posted schedule, they will be paid at the overtime rate (1.5 times their regular rate of pay) for the hours that are different than they were originally scheduled to work. Metrolink shall provide notification to the classification steward of the change in schedule.

iii. Temporary vacancies of less than thirty (30) days may be filled by the relief assignment. A temporary vacancy greater than thirty (30) days will be posted for bid and awarded based on classification seniority as defined in Article 19, Section 4.

iv. Management reserves the right to not post hold down temporary or regular vacancies (as defined in Article 19, Section 5.A.ii) in the CRR, SCRR, and Communications Coordinator classifications when staffing levels are such that doing so would prevent normal operations.

b. A manager or supervisor, within the craft who is trained and familiar with the work to be performed, may temporarily perform the duties of a Communications Coordinator, SCRR or CRR on an as-needed basis (up to a maximum of a work shift) to ensure appropriate service levels. Performance of such work will not be on a regular basis, but as needed when demand is high or service level targets are not being met.

C. Temporary Employees

Metrolink may employ up to six (6) temporary employees (Special Services Employees) to perform duties of the Communications Coordinator, SCRR, or CRR classifications. Metrolink may exceed this cap on a one to one ratio when a CRR, SCRR or Communications Coordinator is on an approved leave of absence exceeding thirty (30) days or during a vacancy until such vacancy is filled up to a maximum of one-hundred and twenty (120) days. Temporary employees shall not work more than one-thousand (1000) hours in a fiscal year. This provision shall not apply to employees who are hired into either the intern or SSE classification as part of the Job Corp, Wiley Center, Tierra del Sol, and other community engagement partnership programs. Metrolink agrees that it shall limit Job Corp participants to six (6) performing CRR duties at any one time.

Metrolink may exceed six (6) temporary SSE employees for fourteen (14) days before and after the duration of the 2026 FIFA World Cup (June 11, 2026 to July 19, 2026).

D. Time Clocks

CRRs and SCRRs will clock in and out (for start and end of shift and start and end of meal period) via application downloaded into their Metrolink-issued cell phone or an office-based tablet. Employees must clock in and out from their assigned work location.

E. Assignment Bidding

1. On May 1 and November 1 of each year, Communications Coordinators, SCRRs, and CRRs will bid for assignments in classification seniority order. Bidding will be accepted for fourteen (14) calendar days. Members may designate a proxy to submit a bid on their behalf. Members who do not submit a bid, or who are absent during the bidding window, will be allowed to select any available assignment when they return to duty or at the end of the bidding window, whichever is applicable.

2. Bidding will be conducted electronically via email or by phone if electronic communication is not available to the member. All bids will be forwarded to the Union Steward during the bidding period. If by phone, the Union Steward will reflect the time and date of the call, along with the bid in an email addressed to the Union Steward, the local president, and the local vice president. At the close of the bidding period, the Union Steward will forward all bids to the appropriate classification supervisor or manager.

3. Assignments awarded during the May bidding period go into effect at the start of the pay period that follows July 4. Assignments awarded during the November bidding period go into effect at the start of the pay period that follows January 1.

4. Employees shall be released to their bidded and awarded assignments on the first day of the pay period that follows January 1 or July 4. Mutual written agreement between the Union and Metrolink may extend this.

F. Scheduling

1. Metrolink shall develop, design, and implement work schedules that are consistent with business and operational requirements to ensure adequate and acceptable staff coverage to meet workload demands and business needs. Before implementing a new schedule, the respective classification director (or designee) shall meet with the Union to discuss the proposed schedule. Metrolink has the right to make the final decision regarding the schedule.

2. Metrolink shall be responsible for maintaining the schedule by ensuring all posted positions are staffed, whenever possible, notifying personnel in seniority order when overtime or temporary vacancies are available, and notifying the Union when positions are vacant.

3. For all schedules, the appropriate director reserves the right to adjust the shift times, to adjust shifts, and to abolish assignments, outside the bidding window (aka Sadie Hawkins). A thirty (30) day notice to the classification steward will be given for abolished assignments.
   i. Any member displaced due to an abolished shift or assignment will not forfeit their awarded vacation(s).

4. When faced with an emergency as defined in Article 10 of the CBA, Metrolink will abide by Article 10.

5. Metrolink may require or authorize an employee to work overtime if the overtime work is necessary in the judgment of Metrolink. No employee shall work overtime unless authorized by the employee's manager.

6. Overtime will be offered in classification seniority order.

7. If no CRRs are available to fill a CRR vacancy after voluntary and mandatory overtime is offered, overtime opportunities will be offered to SCRRs in seniority order.

8. Metrolink will assign mandatory overtime work via a rotating list based on classification seniority. If an employee is unable to report for the mandatory overtime, the employee's name shall remain at the top of the rotation list.

9. It is the responsibility of employees to know their work schedules. Management will notify any personnel impacted by any schedule changes if the change is less than twenty-four (24) hours in advance or when an employee is on a day off and the schedule change is for the day following the day off.

G. Filling of Communications Coordinators Short-Term Vacancy: The parties agree that during the term of this Agreement they shall meet and confer regarding a process to fill Communications Coordinators' short-term (24 hours or less) vacancies. Any agreements are subject to mutual written agreement and this issue shall not be subject to the impasse procedure.

H. Metrolink agrees to a Pilot Telecommuting Program and Agreement for Communications Coordinators to work remotely one shift per week to be effective from January 17 to July 10, 2027. The remote program will end on July 10, 2027 and be subject to renegotiation. Employees who participate in the pilot remote program shall be required to complete and sign a Pilot Telecommuting Program and Agreement for Communications Coordinator.

SECTION 3. Posting of Open Positions and Vacancies of 30 Days or More

A. Notification

1. Upon notification, any vacancy of more than thirty (30) days may be posted immediately for bid. Vacancies of unknown length will be posted for bid on the 31st day.
2. Vacancies will be posted for forty-eight (48) hours, not including weekends and/or holidays. The 48-hour bidding window starts at 2359 on the day of the vacancy being posted for bid.
3. Upon award, members will be released to the assignment within fourteen (14) calendar days.
   i. If an employee requires training for an awarded assignment, a training schedule will be developed and implemented by management. Overtime will not be paid during this training period unless the employee is otherwise eligible for daily overtime.
4. When a position has been vacated, and left unbid, the lowest seniority member in that classification may be force assigned to the vacancy until released and Metrolink will continue to hold their awarded assignment.

B. Returning from a Vacancy

1. A member returning to duty after being absent for more than thirty (30) days will return to their previous awarded job assignment. The displaced employee will then return to their previous awarded job assignment.

2. If the member returning to duty after being absent more than thirty (30) days and a Sadie Hawkins/shift bid has taken place and they were not afforded the opportunity to bid a position, they may select any assignment left unbid from the bidding period.

SECTION 4. Vacation Bidding

A. Rail Traffic Controllers and Rail Traffic Coordinators:

Vacation bidding will begin on November 1 effective for the next year. Bids for vacation will be for five (5) consecutive calendar days or more and be accepted by the scheduler until November 30 at 23:59 hours. Once the requests have been submitted, the scheduler will determine vacations based on seniority and importance. The scheduler will process each 1st vacation, 1st choice request on a seniority basis, meaning Rail Traffic Controllers or Rail Traffic Coordinators with the most seniority will typically receive their first choices. For Rail Traffic Controllers or Rail Traffic Coordinators with less seniority, in those instances where their first choice overlaps with another Rail Traffic Controller or Rail Traffic Coordinator's vacation and creates a situation where, if approved, more than two (2) Rail Traffic Controllers and one (1) Rail Traffic Coordinator would be on vacation at the same time, the scheduler will attempt to approve the 2nd choice. Exceptions to this process are that a 1st vacation, 1st choice request by a lower seniority Rail Traffic Controller cannot be "bumped" by higher seniority Rail Traffic Controller's 2nd vacation request (this methodology is applied for all subsequent requests). For Rail Traffic Coordinators, an overlap in vacation requests of one day shall not result in either vacation request being denied. This process continues until all requests are processed and either approved or individuals notified that a particular selection was not approved.

For purposes of this section, "seniority" is determined by the first day the employee is qualified to work in their current position. For example, the Rail Traffic Coordinator seniority is determined by the date of promotion or appointment to the title of Rail Traffic Coordinator.

B. Communications Coordinators, SCRRs, and CRRs:

Vacation bidding will occur twice a year, first on May 1, effective at the start of the pay period that follows July 4 until the next bid, and second on November 1 effective at the start of the pay period that follows January 1 until the next bid. Bids for vacation will be accepted by the appropriate steward for fourteen (14) calendar days. Within twenty-four (24) hours of the close of the bid period, the requests will be submitted to the scheduler. The scheduler will then determine vacations based on the member's seniority and preference. The scheduler will process each 1st vacation, 1st choice request on a seniority basis, meaning Communications Coordinators, SCRRs and CRRs with the most seniority will typically receive their first choices. For example, for Communications Coordinators with less seniority, in those instances where their first choice overlaps with another

Communications Coordinator's vacation and creates a situation where, if approved, more than two (2) Communications Coordinators would be on vacation at the same time, the scheduler will attempt to approve the 2nd choice. Exceptions to this process are that a 1st vacation, 1st choice request by a lower seniority Communications Coordinator cannot be "bumped" by higher seniority Communications Coordinator's 2nd vacation request (this methodology is applied for all subsequent requests). This process continues until all requests are processed and either approved or individuals notified that a particular selection was not approved.

For purposes of this section, "seniority" is determined by the first day the employee is promoted or hired in their current position. For example, the Communications Coordinator seniority is determined by the date of promotion or appointment to the title of Communications Coordinator.

C. Vacation/PTO Scheduling after Bidding Process

1. Dispatch Operations

After the vacation schedule has been determined and posted, an employee may submit a request to change or cancel their bid vacation, upon at least fourteen (14) days written notice. The scheduler will accommodate these requests to the extent possible and in the order they are received. Changes or cancellations of less than fourteen (14) days will be considered upon mutual agreement between the employee and Metrolink.

After the vacation schedule has been determined and posted, an employee may submit additional PTO requests. PTO request shall be submitted at least fourteen (14) days prior to the date of the requested day(s) off. The scheduler will accommodate these requests to the extent possible and in the order they are received. PTO request of less than fourteen (14) days will be considered based on staffing levels. During the Relief Line Pilot Program, Rail Traffic Controllers must submit cancellation of vacation at least thirty (30) days from the date of the requested time off.

Employees may not request PTO/Vacation if they do not have sufficient PTO hours available or expected to accrue by the time of the request.

Employees who do not have sufficient PTO to cover their vacation will be required to report to work in full-shift increments for those hours that are not accrued. If employees do not have sufficient hours to cover a full shift, they must select the full-shift of the bid vacation for which they will use their PTO.

2. Customer Experience Department

After the vacation schedule has been determined and posted, an employee may submit a request to change or cancel vacation, upon at least fourteen (14) days' written notice. The scheduler will accommodate these requests to the extent possible, in the order they

are received. Changes or cancellations of less than fourteen (14) days will be considered upon mutual agreement between the employee and Metrolink.

After the vacation schedule has been determined and posted, an employee may submit additional PTO requests. These additional PTO request shall be submitted at least fourteen (14) days prior to the date of the requested day(s) off. The scheduler will accommodate these requests to the extent possible and in the order they are received. PTO request of less than fourteen (14) days will be considered based on staffing levels.

Employees may not request PTO/Vacation if they do not have sufficient PTO hours available or expected to accrue by the time of the request.

Employees who do not have sufficient PTO to cover their vacation will be required to report to work in full-shift increments for those hours that are not accrued. If employees do not have sufficient hours to cover a full shift, they must select the full-shift of the bid vacation for which they will use their PTO.

SECTION 5. Hold Down — Rail Traffic Controller Classification Only

This section is not in effect while Section 1.B.1.iii Relief Line is in effect. ~~the Extra Board is scheduled for six (6) or more employees.~~ If the Relief Line(s) are cancelled ~~Extra Board is scheduled below six (6) employees, and the hold down process option is exercised,~~ the following provisions shall apply:

A. Vacant Shifts

1. Application

i. Hold Down Temporary Vacancies are applicable to the Rail Traffic Controllers. This section does not apply to Rail Traffic Controllers for the duration of the Rail Traffic Controller Relief Line Pilot Program as defined in Article 19, Section 1.B.1.iii.

ii. Management reserves the right to not post hold down temporary or regular temporary vacancies (as defined below) in the CRR, SCRR, and Communications Coordinator classifications when staffing levels are such that doing so would prevent normal operations.

2. Definitions

i. Regular Temporary Vacancy - A temporary job assignment to a temporary vacancy caused by illness, temporary disability, suspension, leave of absence, or open positions greater than thirty (30) consecutive days, with the exception of protected leaves such as FMLA.

ii. Hold Down Temporary Vacancy – A temporary job assignment to a temporary vacancy of less than thirty (30) consecutive days as described below. A hold

down observes all benefits of a regularly assigned job assignment such as scheduled regular days off and other associated pay premiums outlined in Article 20.G. Extra board personnel awarded a hold down are temporarily removed from the Extra Board and are not eligible for the Extra Board benefits.

3. Hold Down

   i. Hold down assignments will be posted for seventy-two (72) hours, not including weekends and/or holidays, at least two (2) weeks before, but not more than two (2) months before the hold down begins.
   ii. A member may only be awarded one (1) hold down at a time and hold down assignments may not overlap. When a member accepts back-to-back hold down assignments that would result in the employee working ten days in a row with no rest period, they shall not be eligible for overtime for the consecutive days in the new hold down assignment.
   iii. The employee may elect to cancel an awarded hold down no later than fourteen (14) days before the hold down begins.
   iv. An employee cannot bid a hold down if they have a scheduled vacation for all or part of the hold down.
   v. Temporary job assignments of seven (7) consecutive days or more, but less than fourteen (14) consecutive days shall be available to bid only by Rail Traffic Controllers assigned to the Extra Board and will be awarded on seniority basis and must be desk qualified, subject to available personnel. Employee awarded a temporary job assignment will remain on the assignment until the regularly assigned employee returns from leave or the position is filled.
   vi. Any assignment vacated due to award of a hold down of less than fourteen (14) days will be filled by the Extra Board and is not subject to the requirements of this section.
   vii. Temporary job assignments of fourteen (14) days or more are available for bid to any member within their respective classification and will be awarded based on classification seniority and must be desk qualified. Employee awarded a temporary job assignment will remain on the assignment until the regularly assigned employee returns from leave or the position is filled.
   viii. Hold downs will mirror an assignment's work week, including days off. For example, a member holding down a Monday through Friday assignment, with Saturday/Sunday off, will begin on the Sunday prior to the first assigned work day, Monday, and will end on the Saturday following the last assigned work day, Friday.

   ix. An Employee, upon return from a temporary vacancy, will return to their previously awarded job assignment. The displaced employee(s) will immediately revert to their previous awarded job assignment.

x. If the employee not assigned to the Extra Board is awarded the hold down and will not be assigned to work forty (40) hours in the work week the hold down starts, the employee will forgo overtime and may:
   a. Use PTO to settle the difference
   b. Not receive pay for the difference
   c. Work until forty (40) hours have been or will be completed when released to the hold down
   d. A combination of the above

NOTE: Employees assigned to the Extra Board are not subject to the forty (40)-hour work week requirement prior to beginning a hold down.

Article 20 Wages, Overtime and Other Additional Pays

A. Wages: Rail Traffic Controllers

Rail Traffic Controllers shall receive the following wage increases [based on Tier I] during the term of this Agreement:

a. Effective the first day of the first full pay period in July 2026: Three Percent (3%)

Appendix "A" is the wage scale for the wage increases in this section.

B. Wages: Rail Traffic Coordinators

Effective the first day of the first full pay period in July 2026, all Rail Traffic Coordinators shall be moved to Tier I and Rail Traffic Coordinators shall receive the following wage increases during the term of this Agreement:

a. Effective the first day of the first full pay period in July 2026: Three Percent (3%)

Appendix "B" is the wage scale for the wage increases in this section.

C. Salaries: Communications Coordinators, SCRRs, and CRRs

Communications Coordinators, Senior Customer Relations Representatives and Customer Relations Representatives shall receive the following wage increases during the term of this Agreement [at Tier I]:

a. Effective the first day of the first full pay period in July 2026: Three Percent (3%)

Appendix "C", "D" and "E" are the wage scales for the wage increases in this section.

Any time any SCCR, or CRR has a wage rate higher than the wage rates set forth in the above increases to be set forth in Appendix D-E, that SCRR or CRR shall receive a lump sum payment equal to the percentage wage increase provided above or the difference between the value of the percentage wage increase above and any actual wage increase they receive. These lump sum payments shall not increase the employee's base salary. No CRR shall have their wages reduced due to this section.

D. New Hires

1. Rail Traffic Controllers

Employees hired into the Rail Traffic Controller classification during the term of this Agreement shall be subject to the following wage schedule:

Step 1: (0-5 months of experience):	65% of the top rate of pay
Step 2: (6-12 months of experience):	70% of the top rate of pay
Step 3: (12-18 months of experience):	75% of the top rate of pay
Step 4: (18-24 months of experience):	80% of the top rate of pay
Step 5: (36 months of experience):	85% of the top rate of pay
Step 6: (48 months of experience):	90% of the top rate of pay
Step 7: (60 months of experience):	95% of the top rate of pay
Step 8: (72 months of experience):	100% of the top rate of pay

Any Metrolink employee hired into the Rail Traffic Controller classification, without prior experience as a rail dispatcher shall start at Step 1. Metrolink may hire Rail Traffic Controllers into steps above based on months or years of experience as a rail or train (class 1) dispatcher outside of Metrolink that correspond with the relevant Step.

Rail Traffic Controller shall move up one Step on the six (6) month (steps 2 to 4) or annual (steps 5 to 8) anniversary of their hiring as reflected in the table above. Salary movements up the step shall be implemented on the first day of the payroll following the anniversary date.

2. Rail Traffic Coordinator

Employees hired into the Rail Traffic Coordinator classification during the term of this Agreement shall be subject to the following wage schedule:

Step 1: (0-5 months of experience):	65% of the top rate of pay
Step 2: (6-12 months of experience):	70% of the top rate of pay
Step 3: (12-18 months of experience):	75% of the top rate of pay
Step 4: (18-24 months of experience):	80% of the top rate of pay
Step 5: (36 months of experience):	85% of the top rate of pay
Step 6: (48 months of experience):	90% of the top rate of pay

Step 7: (60 months of experience):	95% of the top rate of pay
Step 8: (72 months of experience):	100% of the top rate of pay

Any Metrolink Rail Traffic Controller hired into the Rail Traffic Coordinator classification, without prior experience as a supervisor or chief rail dispatcher shall start at Step 6. Metrolink may hire Rail Traffic Coordinators into steps above based on months or years of experience as a supervisor or chief rail or train (Class 1) dispatcher outside of Metrolink that correspond with the relevant Step.

Newly hired Rail Traffic Coordinators shall move up one step progression on the six (6) month (steps 2 to 4) or annual (steps 5 to 8) anniversary of their hiring as reflected in the table above. Salary movements up the step shall be implemented on the first day of the payroll period following the anniversary date.

3. Communications Coordinators

Employees hired into the Communications Coordinator classification during the term of this Agreement shall have their initial salary set as follows:

Step 1	75% of the top rate of pay
Step 2	80% of the top rate of pay
Step 3	90% of the top rate of pay
Step 4	95% of the top rate of pay
Step 5	100% of the top rate of pay

Anyone hired into the Communications Coordinator classification shall start at Step 1. Except, however, that an employee who promotes from the Customer Relations Representative or Senior Customer Relations Representative classification into the Communications Coordinator classification shall start at Step 3.

Employees shall move up one (1) step on their annual anniversary of their hiring as reflected in the table above. Salary movements up the step shall be implemented on the first day of the payroll period following the anniversary date.

4. Senior Customer Relations Representatives

Employees hired into the Senior Customer Relations Representative classification on or after July 1, 2021 (and during the term of this Agreement) shall have their initial salary set as follows:

Step 1	75% of the top rate of pay (0-1 year)
Step 2	80% of the top rate of pay (1-2 years)
Step 3	90% of the top rate of pay (2-3 years)
Step 4	95% of the top rate of pay (3-4 years)
Step 5	100% of the top rate of pay (4+ years)

New hires in the SCRR classification shall start at Step 1.

Employees promoted from the Customer Relations Representatives to the Senior Customer Relations Representative classification shall start at Step 3. Employees shall move up one (1) step on their annual anniversary of their hiring as reflected in the table above. Salary movements up the step shall be implemented on the first day of the payroll period following the anniversary date.

5. Customer Relations Representatives

Employees hired into the Customer Relations Representative classification on or after July 1, 2021 (and the during the term of this Agreement) shall have their initial salary set as follows:

Step 1	75% of the top rate of pay (0-1 year)
Step 2	80% of the top rate of pay (1-2 years)
Step 3	90% of the top rate of pay (2-3 years)
Step 4	95% of the top rate of pay (3-4 years)
Step 5	100% of the top rate of pay (4+ years)

New hires in the CRR classification shall start at Step 1.

Employees shall move up one step on their annual anniversary of their hiring as reflected in the table above. Salary movements up the step shall be implemented on the first day of the payroll period following the anniversary date.

6. Rail Traffic Controller Mentorship Program

Metrolink agrees that the subject of a Dispatcher Mentorship Program shall be discussed in Joint Labor Management Committee meetings as set forth in Article 6.

E. Merit Pay Program

Members of the bargaining unit shall not be eligible to participate in the merit pay salary increase program offered to unrepresented employees. Members of the bargaining unit

will still participate in the performance evaluation process and receive performance evaluations. The purpose of the performance evaluation process is to provide employees an assessment of their performance during the evaluation period and to establish performance goals for the following evaluation period.

F. Work Week and Overtime

1. Work Week

The Fair Labor Standards Act defines a work period as a regularly recurring period of 168 hours in seven consecutive 24-hour periods. The 7-day work period need not coincide with the calendar week. For purposes of this Agreement, the 7-day work period begins at 0001 hours each Sunday and ends at 2359 hours the following Saturday.

2. Rail Traffic Controllers and Rail Traffic Coordinators

a. Rail Traffic Controllers and Rail Traffic Coordinators shall be assigned to eight (8)hour and ten (10) minute shifts and shall be paid overtime for hours worked in excess of eight (8) hours in a day and over forty (40) hours in a week.

b. Rail Traffic Controllers, except those assigned to the Extra-Board, shall be assigned a work week of five (5) consecutive work days of eight (8) consecutive work hours within a seven (7) day period and two (2) consecutive days off.

c. PTO leave does not count as “hours worked” for purposes of eligibility for overtime. Effective April 30, 2023, if Metrolink requests or directs that a steward perform union duties during the stewards work hours, such release time counts as “hours worked” for purposes of eligibility for overtime compensation. Effective April 30, 2023, release time for JLMC meetings counts as time worked for purposes of eligibility for overtime compensation.

3. Communications Coordinators, SCRRs and CRRs

a. Communications Coordinators, SCRRs and CRRs shall work a forty (40) hour work week under either a 4/10, or 5/40 schedule. If a Communications Coordinator, SCRR or CRR is assigned a 4/10 schedule, the 4/10 weekly work schedule consist of four (4) consecutive work days of ten (10) working hours each excluding the meal period, followed by three (3) consecutive days off. If a Communications Coordinator, SCRR or CRR is assigned to a 5/40 work schedule, they shall be assigned a work week of five (5) consecutive work days of eight (8) consecutive work hours of work within a seven (7) day period and two (2) consecutive days off and shall be paid overtime for hours worked in excess of forty (40) hours in a week.

b. Communications Coordinators, SCRRs and CRRs shall be eligible for daily overtime for hours worked greater than their assigned shift; e.g., more than ten (10) hours if assigned to a 4/10 work schedule or more than eight (8) hours if assigned to a 5/40 schedule.

c. PTO leave does not count as "hours worked" for purposes of eligibility for overtime. Effective April 30, 2023, if Metrolink requests or directs that a steward perform union duties during the stewards work hours, such release time counts as time worked for purposes of eligibility for overtime compensation. Effective April 30, 2023, release time for JLMC meetings counts as time worked for purposes of eligibility for overtime compensation.

G. Additional Pay:

1. Training Differential: **E**mployees who are designated and identified as trainers by Metrolink will receive a ten percent (10%) hourly rate pay differential when assigned to train a Rail Traffic Controller, Rail Traffic Coordinator, Communications Coordinator, SCRRs or CRRs. No training shall take place on holidays.

2. Daily and Day Off Overtime: Employees shall receive overtime (at the rate of 1.5 times their hourly rate) for any work in excess of eight (8) hours per day, unless the employee is on a 4/10 schedule, in which case the employee shall receive overtime for any work in excess of 10 hours per day. All employees shall receive overtime (at the rate of 1.5 times their hourly rate) for hours worked on their scheduled day off, unless they were on unpaid status (i.e., unpaid time off, unpaid union business, etc.) and do not fulfill the forty (40) paid hours during that assigned work week. Employees shall receive overtime (at the rate of 1.5 times their hourly rate) for hours worked on a shift with different hours from their bidded/scheduled shift. Employees who are "booked off" from work due to ATU Union business shall not be paid by Metrolink for those hours and those hours shall not count as hours worked for eligibility for overtime.

   Examples:

   An employee who bids and is assigned a work shift of Monday through Friday from 8AM to 5PM shall be paid overtime compensation if they work past 5PM. Additionally, under this Monday to Friday schedule, the employee shall be paid overtime for hours worked on Saturday or Sunday. Further, if the employee's schedule is changed on Thursday to work from 12noon to 9pm hours, then they shall be paid overtime for the hours from 5pm to 9pm.

An employee who takes PTO on Monday from 8am to 12 noon and who is asked to work past 5pm shall not be eligible for overtime until they have worked more than eight (8) hours (past 8pm) on that day. Further, an employee who is on unpaid status on their scheduled Monday and who is subsequently requested or volunteers to work on their scheduled Saturday day off shall not be paid at the overtime rate on their Saturday day off.

3. When a Rail Traffic Controller qualified to perform the functions of a Rail Traffic Coordinator is assigned by a Senior Manager, Dispatching or the Director, Dispatching Operations to perform the duties of a Rail Traffic Coordinator for at least two (2) hours, the Rail Traffic Controller so assigned shall receive, for each Rail Traffic Coordinator shift they work (a) a minimum of eight (8) hours straight time pay; and (b) a premium in an amount equal to three (3) hours of pay at the Rail Traffic Controller's straight-time hourly rate.

    a. A Rail Traffic Controller is qualified to perform the functions of a Rail Traffic Coordinator when they have been trained for at least twenty (20) working days and their trainer (who must be a Rail Traffic Coordinator) concurs with management that the Rail Traffic Controller is qualified.

    b. This premium shall not apply to hours spent training to perform the duties of a Rail Traffic Coordinator.

4. When an employee is acting in a temporary vacant position or one which has no regularly assigned incumbent, or when an employee assumes a significant portion of the responsibilities of a job classification at a higher salary grade, where the assignment will last a minimum of thirty (30) days, the employee is eligible for acting pay after assuming the higher level job classification or responsibilities. The amount of the temporary salary adjustment will be the minimum of the higher salary grade not to exceed a fifteen percent (15%) increase, or a five percent (5%) increase, whichever is greater. All requests to receive acting pay shall be recommended by the manager and approved by the Chief People Officer or designee. Acting assignments may be rotated at any time.

5. Holidays: Observed holidays are paid at the Employee's regular rate of pay, or acting pay rate of pay, if not worked. Employees working observed holidays, in addition to holiday pay, shall be paid at one and one-half (1.5) times their regular rate of pay for hours worked on a holiday. Effective April 30, 2023, to be eligible to be paid the holiday pay, employees must work their scheduled shifts immediately preceding and following the observed holiday, unless they are on a pre-approved PTO. Effective July 1, 2026, if an employee marks off or calls off on the observed holiday, they will not be paid the holiday pay. Effective July 1, 2026,

employees assigned to the Extra Board who mark off the day before, the day of, or day after the observed holiday, will not be paid the holiday. For employees assigned to third shift in dispatch operations (start time of 10pm), the observed holiday is the start of the shift on the day before the observed day of the holiday.

Article 21 Benefits

A. Medical

1. Metrolink offers medical plan options provided through the California Public Employees' Retirement System (CalPERS). An employee may choose from Health Maintenance Organization (HMO) plans and Indemnity/Preferred Provider Organization (PPO) plans. Some health plans are only available in certain counties and/or zip codes. The medical plan options are set by CalPERS and are subject to change by CalPERS.

2. Effective April 30, 2023, Metrolink will contribute 87.50 percent and employees will contribute 12.50 percent of the premium for employee and eligible dependents.

3. An employee may waive coverage if covered under another group health plan. An employee seeking to waive coverage must provide proof of coverage under another group health plan. Once an employee waives coverage, the employee will only be allowed to enroll during Open Enrollment or within sixty (60) days from the date on which the other coverage is no longer available (proof is required). If an employee elects to waive medical coverage, the employee will receive $300.00 per month taxable earnings, paid in two installments of $150 each on the first two (2) paychecks of the month. A retiree or an employee who is a spouse, child, or any other eligible dependent of another Metrolink employee is not eligible for the opt out/cash in lieu credit if he/she is covered under a Metrolink health plan.

4. Eligibility for medical insurance begins the first of the month following hire date or qualifying event.

5. The Parties agree to reopen this Agreement on the single issue of medical coverage and bargain over that issue if the “Cadillac tax” provisions of the federal Affordable Healthcare Act take effect during the term of this Agreement. Any changes to this Agreement pursuant to this reopener are subject to mutual agreement in writing and neither party may take unilateral actions.

B. Dental

1. Metrolink offers two (2) dental options provided by Delta Dental: DeltaCare (HMO) program and Delta Dental PPO. Metrolink pays the full premium for coverage for an employee and their eligible dependents under both plans.

2. Eligibility begins the first of the month following hire date or qualifying event.

3. Metrolink reserves the right to change providers and otherwise manage these programs so long as the benefits and benefit levels remain the same.

C. Vision

1. Metrolink offers two (2) vision plans through Vision Service Plan (VSP), providing coverage for eye examinations, prescription eyewear and contact lenses through network providers. An employee has the option of seeing out-of-network providers, but full reimbursement is not guaranteed. If an employee enrolls in the VSP Basic Plan, Metrolink pays the full premium for coverage of you and your eligible dependents. If an employee enrolls in the VSP Buy-up Plan, which offers enhanced vision benefits, the employee pays the difference between the cost of the Basic Plan and the Buy-up Plan.

2. Eligibility begins the first of the month following hire date or qualifying event.

3. Metrolink reserves the right to change providers and otherwise manage these programs so long as the benefits and benefit levels remain the same.

D. Other Benefits

Metrolink also provides the following benefits. Metrolink reserves the right to change providers and otherwise manage these programs so long as the benefits and benefit levels remain the same.

1. Flexible Spending Account (FSA)

Employees have the option to utilize Flexible Spending Accounts (FSA) which allows for the deferral of pre-tax dollars to be used for reimbursement of eligible medical and dependent care expenses. Members may set aside up to the federally established maximums for health care expenses and for dependent care expenses annually.

2. Group Life Insurance

Metrolink will provide a life insurance benefit for an amount equal to one (1) times a member's annual salary, rounded to the nearest $1,000 to a maximum of $200,000. The life insurance benefit will reduce to 65% at age 65 and 55% at age 70. Eligibility begins the first of the month following hire date or qualifying event.

Metrolink will also provide, at the option of the member, a voluntary life insurance plan which may be purchased in increments of $10,000 to a maximum of $100,000 without evidence of insurability, during the initial enrollment period, and up to five (5) times the member's annual salary to a maximum of $500,000 with evidence of insurability.

Dependent life options are also available. The voluntary plan is portable and the basic plan can be converted to an individual plan. Employees may retain it if they leave Metrolink and pay the premium.

3. Accidental Death & Dismemberment

Metrolink will provide an accidental death and dismemberment insurance policy for an amount equal to one times the employee's annual salary, rounded to the nearest $1,000, up to a maximum of $200,000. The AD&D insurance benefit will reduce to 65% at age 65 and 55% at age 70. Eligibility begins the first of the month following the hire date or qualifying event.

Metrolink will also provide, at the option of the member, a voluntary plan which may be purchased in increments of $10,000, subject to a maximum of the lesser of five (5) times the employee's annual salary or $500,000. Dependent AD&D options are also available at the employee's cost.

4. Long Term Disability

Metrolink will provide for long term disability insurance income replacement of 60 percent of monthly earnings subject to a maximum benefit of $7,500 per month up to age 65. In order to qualify, you must be on disability for ninety 90 days. Eligibility begins the first of the month following hire date or qualifying event.

5. Employee Assistance Program

Metrolink offers employees, and the employee's immediate and dependent family members confidential counseling 24 hours a day, 7 days a week for family, personal, work-related and substance abuse issues through the EAP. Employees are entitled to a telephone session(s) with a trained EAP professional to assess the nature of the problem and provide a referral for additional assistance, if needed. Services also include three (3) face-to-face sessions with a counselor per family member per six-month period.

6. Health Advocacy Services

Metrolink offers employees and eligible dependents free health advocacy services through Health Advocate.

7. Educational Assistance

Metrolink will reimburse an employee up to $1,000 per fiscal year for tuition, books, and mandatory student fees for courses that are relevant to employment. No reimbursement is allowed for parking.

Only eligible employees who are actively at work and who earn a Grade C or better or its point value equivalent in the pre-approved course(s) will be reimbursed. Pass/fail courses must be approved in advance and will only be reimbursed if the employee achieves a

"pass" in the course. When an employee terminates employment or gives notice of termination prior to completion of the course(s), reimbursement will not be made.

8. Professional Memberships

Metrolink will pay for professional memberships. The amount of the payment for the professional membership is based on the amount budgeted by Metrolink.

9. Bereavement Leave

In the event of death in an employee's immediate family, Metrolink grants up to three (3) working days, with pay, to handle family affairs and to attend the funeral. When an employee needs to travel outside the radius of the five-member agencies due to the death of an immediate family member, Metrolink grants up to five (5) working days, with pay. An employee can take two (2) additional bereavement days as either unpaid or PTO and as required by law. "Immediate family member" for purposes of this section means employee's spouse, domestic partner, child, stepchild, parent, grandparent, spouse's grandparent, grandchild, brother, sister, mother/father-in-law, son or daughter-in-law, brother or sister-in-law, legal guardian, or custodial child, or the same relatives of a domestic partner.

E. Retiree Medical

1. Employees hired before March 1, 2019:

Employees hired before March 1, 2019 shall be eligible for medical coverage upon retirement if an employee's separation date and retirement date are within 120 days of each other. Metrolink will pay the same amount for retirees as it does for active, employees. Metrolink shall also offer, as an option, retiree health medical benefits as set forth in California Government Code Section 22893 and as set forth in Metrolink Resolution 18-97. Employees hired before March 1, 2019 shall make the decision as to which retiree medical benefit they choose. Such decision must be made upon retirement.

2. Employees hired on or after March 1, 2019:

Any Employee hired on or after March 1, 2019, shall be eligible for retiree health medical benefits as set forth in California Government Code section 22893 and as set forth in Metrolink's Resolution 18-97.

F. 401(a) Contribution: Rail Traffic Controllers and Rail Traffic Coordinators

1. Employees hired before March 1, 2019:

Rail Traffic Controllers and Rail Traffic Coordinators hired before March 1, 2019, shall receive a five percent (5%) of an employee's base earnings to a money purchase plan. Employees will be 100% vested in the plan upon reaching five (5) years of service.

2. Employees hired on or after March 1, 2019:

Rail Traffic Controllers and Rail Traffic Coordinators hired on or after March 1, 2019 shall no longer be eligible for the 401(a) five percent (5%) contribution of base salary benefit.

G. Retirement: CRRs, SCRRs, and Communications Coordinators

1. Classic Members (As defined by PEPRA): Metrolink contracts with the California Public Employees' Retirement System (CalPERS). Metrolink shall make the employee contribution of seven percent (7%) in addition to the employer's contribution.

2. New Members (As defined by PEPRA): Metrolink contracts with the California Public Employees' Retirement System (CalPERS). Employees shall make an employee contribution equal to fifty percent (50%) of the normal cost rate of benefits. This contribution is subject to change each year as determined by CalPERS. Metrolink pays an employer contribution, which varies each year.

H. Pensions: Rail Traffic Controllers and Rail Traffic Coordinator members receive retirement-survivor and unemployment/sickness benefits under the Railroad Retirement Act (RRA) and the Railroad Unemployment Insurance Act (RUIA). These programs provide income protection during old age and in the event of disability, death or temporary unemployment and sickness. The 2019 Tier I tax rate is 6.20 percent of compensation for employees and 6.20 percent for employers for retirement and disability, and 1.45 percent of compensation for employees and 1.45 percent for employers for Medicare hospital insurance. The maximum amount of an employee's compensation subject to the Tier I tax in 2019 is $132,900. The Medicare-hospital insurance tax is applied to all compensation. The 2019 Tier II tax rate is 4.90 percent of compensation for employees and 13.10 percent for employers. The maximum amount of an employee's compensation subject to the Tier II tax in 2019 is $98,700.

Additional Medicare Hospital Insurance Tax: As of January 1, 2013, employees are required to pay an additional 0.9 percent Medicare tax on compensation above $200,000 (for those who file an individual return) or $250,000 (for those who file a joint return). This additional hospital insurance tax is not reflected in the rate above.

I. Holidays

Effective April 30, 2023, Employees shall be provided twelve (12) observed holidays per year: New Year's Day, Martin Luther King Jr. Day, Presidents Day, Cesar Chavez Day, Memorial Day, Juneteenth, Independence Day, Labor Day, Veteran's Day, Thanksgiving Day, the day after Thanksgiving, and Christmas Day. Employees shall be paid eight (8) hours of holiday pay on these holidays. Employees on a 4/10 or 9/80 schedule, will be required to use PTO leave to cover the additional required hours of their shift. Except, however Communications Coordinators who are assigned a 4/10 schedule can make up lost work time for the unpaid portion of a holiday under Article 22.A.4.

Observed holidays are paid at the Employee's regular rate of pay, or acting pay rate of pay, if not worked. Employees working observed holidays, in addition to holiday pay, shall be paid at one and one-half times (1.5) their regular rate of pay for hours worked on an observed holiday. Effective April 30, 2023, to be eligible to be paid the holiday pay, employees must work their scheduled shifts immediately preceding and following the observed holiday, unless they are on a pre-approved PTO. Employees assigned to the Extra Board may not mark off the day before or day after the observed holiday. Effective July 1, 2026, if an employee marks off or calls off on the observed holiday, they will not be paid the holiday pay. Effective July 1, 2026, employees assigned to the Extra Board who mark off the day before, the day of, or day after the observed holiday, will not be paid the holiday.

J. Deferred Compensation Plan (457)

Employees may set aside a portion of their current income without paying taxes on that money until it is received later during retirement when taxes may be lower. Employees may defer up to 100 percent of their gross compensation or the annual maximum determined by the IRS, whichever is less ("normal contribution limit"). Employees may make an additional contribution to the plan up to the maximum determined by the IRS if they are age 50 and older. If a member is within three (3) years of the age in which they are eligible to receive full benefits, under the CalPERS retirement plan, they may contribute up to double the normal contribution limit.

K. Transportation Passes

1. All active employees are eligible to receive a Metrolink system-wide pass providing unlimited free access to all Metrolink lines and trains for the duration of their employment with Metrolink. These system-wide Metrolink passes cannot be used to connect to other public transportation.

2. Additionally, Metrolink provides employees who are eligible to receive transportation pass benefits, as described in Human Resources Policies and Procedures No. 1.1, with a free commuter transit pass to ride any greater Los Angeles area transit system other than Metrolink (such as Metro, Foothill Transit,

LADOT, and LOSSAN). The commuter transit pass has a value up to the monthly maximum tax-free transit pass amount established by the Internal Revenue Service. The employee is responsible for any transit fares above the IRS monthly cap. To receive this benefit, the Metrolink requires that the member use public transportation to commute to and from work at least three (3) times per week. Non-Metrolink passes that exceed $265 per month are subject to federal tax. The $265 is the 2019 IRS limit and is subject to change in future years.

CRRS and SCRRs shall continue to be eligible for monthly parking reimbursement at Los Angeles Union Station (Gateway Parking) as a transportation option. An employee choosing this option shall pay for the access card and submit the monthly parking receipt to Human Resources for reimbursement. CRRs and SCRRs are only entitled to one form or paid transportation, either parking reimbursement or a transportation pass. CRRs and SCRRs may change transportation options for the following month so long as they notify a Human Resources Manager before the end of the month that they are changing their transportation option.

3. Employees may purchase a monthly Metrolink pass for their eligible dependents at a fifty percent (50%) discount. The employee's share of the fare will be deducted from the employee's paycheck each pay period.

4. Eligible retirees who retire from Metrolink within one-hundred twenty (120) days of their separation date and have at least five (5) years of Metrolink service will receive a system-wide Metrolink pass for themselves and their eligible dependents as part of their retiree benefits. These system-wide Metrolink passes cannot be used to connect to other public transportation.

5. Transportation passes/tickets issued to employees and retirees for themselves and/or their eligible dependents are exclusively for their use and are non-transferable.

L. Uniforms

Metrolink shall provide uniforms to CRRs and SCRRs eight (8) shirts (in any combination of long or short sleeve), one (1) windbreaker jacket and one (1) hat and one (1) beanie). Metrolink shall not issue any pants. Effective the first full pay period in January, Metrolink will provide a $225 stipend for employees to purchase their own (solid) black pants (no jeans, sweats, leggings). New hires will receive a pro-rated stipend for purchase of pants based on their hire date. Metrolink shall also order employees with a parka within one (1) week of a CRR or SCRR's initial hire date. Parkas shall only be replaced if the employee shows that the parka is damaged or no longer useable. Continuing with current practice, employees are responsible for laundering their uniforms. Metrolink will not provide this service. Metrolink shall replace damaged or unusable uniform items (minus the pants)

within three (3) business days of the employee returning the damaged or unusable item to a supervisor. CRRs and SCRRs may wear one (1) Union emblem (e.g., pin or button) on their uniform.

M. Critical Incident Stress Days

Effective April 30, 2023, employees who are directly involved in a critical incident, as define below, shall be provided three (3) days of paid administrative leave and shall make contact with the Employee Assistance Program or their selected mental health provider. Any affected employee shall be relieved of duty and paid for the remainder of their shift immediately following any required reporting. The three (3) days of paid administrative leave shall begin the day following the witnessed incident.

Critical incident means either –

(1) An accident/incident that results in a fatality, loss of limb, or a similarly serious bodily injury; or

(2) A catastrophic accident/incident that could be reasonably expected to impair a directly-involved employee's ability to perform his or her job duties safely.

Directly-Involved employee means an employee:

(1) Who witnesses the critical incident in person as it occurs or who witnesses the immediate effects of the critical incident in person; or

(2) Who is charged to directly intervene in, or respond to the scene/location, of the critical incident.

Article 22 Paid Time Off

Employees in the bargaining unit will continue to accrue Paid Time Off (PTO) as provided in Metrolink Human Resources Policy 4.0 entitled "Other Benefits-Paid Time Off (PTO)."

A. Accrual

1. Accrual Rate. While in paid status, each employee in the bargaining unit will accrue PTO based on the number of consecutive years of service with Metrolink, including any applicable service credit provided to employees prior to the effective date of this Agreement, as follows:

Years of Service	Maximum Biweekly Accrual (in hours)	Hourly Accrual Rate	Annual Equivalent (in hours/days)*	Maximum Accrual Balance Allowed (in hours)**
0 thru 4	7.69 hours	0.096125	199.94 hrs/25 days	599.82
5 thru 6	9.23 hours	0.115375	239.98 hrs/30 days	719.94
7	9.85 hours	0.123125	256.10 hrs/32 days	768.30
8	10.16 hours	0.127000	264.16 hrs/33 days	792.48
9	10.47 hours	0.130875	272.22 hrs/34 days	816.66
10 thru 14	10.77 hours	0.134625	280.02 hrs/35 days	840.06
15 thru 19	11.70 hours	0.146250	304.20 hrs/38 days	912.60
20 or more+	12.93 hours	0.161625	336.18 hrs/42 days	1008.54

*Approximate number of hours/days.

**PTO will stop accruing after reaching this amount.

PTO leave will not accrue during leaves of absence without pay or while using PTO donations unless required by law.

A change in an employee's PTO accrual rate shall occur at the start of the new service year in accordance with the PTO Accrual Table above.

For Rail Traffic Controllers and Rail Traffic Coordinators hired after March 1, 2019, prior service, as validated by the Human Resources Department, at a Class 1 rail carrier shall be counted towards an employee's total service years to increase the employee's PTO accrual rate.

Example: Employee is hired as a full time employee on June 1, 2022, and does not take leave without pay. On June 1, 2026, he/she starts their fifth year of service and begins to earn PTO at the rate of 9.23 hours of PTO per pay period. On June 1, 2031, he/she starts their tenth year of service and begins to earn 10.77 hours of PTO per pay period. On June 1, 2036, he/she starts their 15th year of service and begins to earn 11.70 hours per pay period.

While in paid status, an employee who works less than a full-time schedule accrues PTO on a pro rata basis, based on the above accrual rates. This includes employees who are temporarily working less than full-time. Employees on a paid leave of absence shall continue to accrue PTO as long as they are in active pay status. Employees will not accrue PTO while in an unpaid status or while using PTO donations.

Effective April 30, 2023, Metrolink's CEO, at their sole discretion, may count prior service at a public transportation or public agency, or rail transportation company to increase a new hire's PTO accrual rate. Any employee who, prior to May 1, 2023, was granted any additional service credit for outside employment for PTO accrual rate purposes shall retain such credit.

2. Holiday. During PTO. If a Metrolink holiday occurs while an employee is on vacation, such holiday time is not deducted from the amount of PTO to which the employee is entitled.

3. Maximum PTO Accumulation. PTO leave may be accumulated to no more than three (3) times the employee's annual accrual rate, per the chart above. When the employees reach their maximum accrual balance, they will not continue to accrue PTO hours until their PTO accounts are below the maximum accrual balance.

4. Partial Day Absences. Employees are required to use PTO leave for partial and full day absences. Employees can make up lost work time for partial day absences on the same day or another day within the same workweek as defined in Article 19 of this CBA, without using PTO leave to cover the time off, with prior approval from their manager. If an employee does not have sufficient PTO hours to cover an absence, the time off shall be unpaid. Unpaid leaves of absence that exceed fifteen (15) workdays require approval from the Chief Executive Officer or designee, except for leaves of absences covered under state or federal law.

Partially Paid Holidays: Communications Coordinators who are assigned a 4/10 schedule can make up lost work time for the unpaid portion of a holiday, if the employee's regularly scheduled shift is more than 8 hours. Employees can make up this lost work time on the same day or another day within the same workweek as defined in Article 19 of this CBA, with prior approval from their manager. If an employee makes up lost work time due to an unpaid portion of a holiday, the employee is not required to use any PTO for the holiday.

5. PTO Pay Upon Separation. Upon separation employees will be paid out for all accrued, unused PTO through their separation date. Payment shall be computed based on the employee's final, regular hourly rate of pay.

6. PTO Sellback. To comply with Section 451 of the IRS Code, by December 31 of each year, employees may request to sell back up to two hundred (200) hours of accrued, unused PTO, subject to funding availability. Employees will be paid for the PTO elected to be sold back to Metrolink by December 31 of the following year. Procedures for applying for the sellback option are determined by Metrolink management. The sellback option may be exercised, subject to the limitations and conditions listed below:

    a. Employees must use at least eighty (80) hours of PTO during the twelve (12) month period immediately preceding the date of their sellback, and must maintain at least eighty (80) hours of unused PTO, before exercising the sellback option.

    b. The sellback option may be exercised twice in any given calendar year, but the total hours elected to sell back may not exceed two hundred (200) hours.

    c. The payment for selling back PTO shall be computed based on the employee's regular hourly rate of pay.

    d. At the time of election, the employee may elect to be paid in cash, subject to all federal and state income tax withholdings, or have a portion or all the money deposited into Metrolink's 457 Deferred Compensation Plan, less applicable taxes.

7. PTO Donation. Employees may donate PTO to an individual employee or the PTO donation bank or can be the recipient of donated PTO per H.R. Policy 4.0, Paid Time Off, as revised on April 24, 2020.

B. Other Leaves

The parties agree that Metrolink's policies with respect to other leaves apply and cover employees under this agreement as consistent with state and federal Law.

Article 23 Attendance/Tardiness

This Article shall be effective beginning on April 30, 2023.

A. Absences

1. The purpose of the Article is to set attendance standards for ATU employees. ATU and Metrolink agree that employees are expected to be punctual and to maintain good attendance in accordance with this Article.

   a) An occurrence is defined as each day an employee is on Unscheduled Paid Time Off (UPTO) regardless of the status of the PTO bank. Every day of an absence is considered a separate occurrence. Except, consecutive day absences caused by the same event will be counted as a single occurrence.

   b) A rolling 12-month period is a look back over the last twelve (12) months, from the most recent occurrence. For instance, if the absence occurred on April 12, 2022 the look back would be to April 13, 2021 and the number of occurrences over that period totaled.

   c) Unscheduled PTO is defined as PTO for which the employee has not received authorization by the appropriate department director (or designee) prior to the date of the use of the PTO.

   d) Unscheduled PTO which is legally protected leaves under California or federal law shall not count as an occurrence. Legally protected leaves include, but are not limited to: Family and Medical Leave Act (FMLA), California Family Rights Act (CFRA), California Kin Care, Pregnancy Disability Leave, and USERRA.

2. An employee who is absent for more than two (2) hours of their scheduled shift, shall have that absence considered an absence occurrence.

3. Progressive, corrective action is to be enforced as follows:

Seven (7) occurrences within a rolling 12 month period	Verbal warning
Eight (8) occurrences within a rolling 12 month period	Written warning
Nine (9) occurrences within a rolling 12 month period	Final written warning
Ten (10) occurrences within a rolling 12 month period	Discharge

B. Tardiness

1. An employee is considered tardy if the employee is more than eight (8) minutes late to arrive for the start time of a scheduled work shift.

2. Progressive corrective action is to be enforced as follows:

Six (6) tardies within a rolling 12 month period	Verbal warning
Seven (7) tardies within a rolling 12 month period	Written warning
Eight (8) tardies within a rolling 12 month period	Final written warning
Nine (9) tardies within a rolling 12 month period	Discharge

C. Early Reporting

Employees may only begin work prior to their scheduled start time if authorized by their manager. Failure to obtain prior authorization may result in progressive discipline.

D. No-Call/No-Show

An employee is considered to have a “no-call/no-show” if the employee failed to call their supervisor or manager on duty prior to the start time of a scheduled work shift and the employee failed to report to their scheduled shift. The "no-call/no show" is unpaid. If the employee fails to notify their supervisor or manager on duty of an absence prior to the start time of a scheduled shift, but the employee subsequently arrives at work and performs work if needed, the employee shall not receive a no-call/no-show for that day, but instead shall receive an absence occurrence. Under this circumstance, an employee shall only be paid for the hours worked on that shift and shall not be allowed to use PTO to cover the hours they did not work. If an employee fails to notify their supervisor or manager on duty of an absence prior to the start time of a scheduled shift, but the employee subsequently arrives at work and does not perform work, the employee shall not receive a no-call/no-show, but shall receive an absence occurrence and a tardy and shall not be allowed to use PTO for the absence. An employee is subject to discipline for a “no-call/no-show” as follows:

1st No-Call/No-Show within a rolling 12 month period	Final written warning
2nd No-Call/No-Show within a rolling 12 month period	Discharge

E. Mitigating Circumstances: An absence occurrence, tardiness, missed call, or no-call/no-show shall be excused by the appropriate Director (or designee) if the employee has provided supporting documentation of a mitigating circumstance. A mitigating circumstance is a situation for which an employee can and willingly does provide verification or documentation of the event which caused the instance or a situation that the employee discusses with management in advance. The following are some examples of mitigating circumstances that support excusing an absence, tardy, missed call or no-call/no-show:

1) hospitalization of family member or accidents involving family, e.g. child breaks arm at school, car accidents.
2) accidents injuries involving employee, e.g. vehicle accident.

3) home emergencies, e.g. fires, floods, burglary, and earthquake.

4) an employee who is a self-referral to the Employee Assistance Program (EAP) shall not have his/her absences counted as an instance of absence for the period of his/her enrollment in the EAP. The EAP self-referral above shall be limited to one (1) self-referral to EAP for the term of this Agreement. In order to have the above instance of absence excused the employee must notify Human Resources within 24 hours after their enrollment in the EAP.

5) Late public transportation with proof.

F. Extra Board

Employees on the Extra Board shall be subject to this attendance article with the exception of the on-call provisions of Article 19 Section C.4.

G. Probationary Period

Application of this Article: This Article shall not apply to newly hired or newly promoted employees who have not completed their initial or promotional probationary period. It is understood that the probationary period is part of the selection process and designed to allow evaluation of an employee's fitness for continued employment.

H. Other

Employees whose PTO or vacation request is denied and subsequently calls out may also receive an absence occurrence. An employee who accepts an assignment that is in addition to their bidded shifts and then calls out may also receive an absence occurrence.

Article 24 Leaves of Absence

SECTION 1. Legally Protected Leaves

The employee shall provide leave in accordance with all relevant local, state and/or federal laws. Such leave shall include, but not limited to, pregnancy disability leave, USERRA, FMLA, and CFRA. This section shall not be subject to the grievance procedure.

SECTION 2. Union Office Leave

An employee's election as an officer or member of the Executive Board of the Union or appointment to act on Union business shall be considered a good and sufficient reason for a leave of absence. Any employee elected or appointed a full-time position in the union shall be given an unpaid leave of absence for up to the term of the office. Upon return from such leave of absence, the employee shall be reinstated without loss of seniority at the current rate of pay or any other benefits entitled to, but not during the period of absence except as stated elsewhere in this CBA. Employees who take leave under this provision may be required to complete retraining at management's discretion, or if required by law or regulation, or if requested by the employee.

SECTION 3. Working While On Leave

Any employee who accepts gainful occupation while on leave except as herein specified terminates their employment with Metrolink, unless such employment is approved by both Metrolink and the Union prior to such employment.

SECTION 4. Jury Duty

An employee who is summoned to serve on a jury must submit a copy of the jury duty summons to his or her supervisor as soon as possible after receiving it. During jury duty, Metrolink shall compensate the employee for eight (8) hour days or forty (40) hours per week maximum for jury duty service, up to a maximum of ten (10) days or the length of the case, whichever is less. Time spent on jury duty is not work time for purposes of calculating overtime compensation. Employees must repay Metrolink any amounts they receive from the court for jury service, less payment for mileage. Employees are to notify Metrolink after being released from jury duty.

Article 25 Railroad Retirement Board Segregation

SECTION 1.

The parties are aware that the Rail Traffic Coordinators and Rail Traffic Controllers participate in Railroad Retirement.

The goal of both parties is to avoid changes to the Railroad Retirement covered status of the Rail Traffic Coordinators and Rail Traffic Controllers and to the CalPERS status of all other Metrolink employees.

If either party believes that any element of the collective bargaining between the parties would impact the Railroad Retirement status (covered or non-covered) of any Metrolink employee, the parties agree to informally consult with the labor or management member (as appropriate) of the Railroad Retirement Board. The parties further agree to meet and confer with each other after consulting, with the goal of reducing the risk of any change to Railroad Retirement status.

Nothing in this provision affects the legal right of Metrolink or the Union to seek a ruling from the Railroad Retirement Board and/or CalPERS as to the covered status or change in status of any employee or group of employees.

SECTION 2.

If the Railroad Retirement Board (RRB) or CalPERS adds or subtracts classifications from the present coverage (that is, Rail Traffic Coordinators and Rail Traffic Controllers) in Railroad Retirement and all other Metrolink classifications covered under CalPERS), the parties agree to reopen this contract on the single issue of addressing the financial impact of any such retirement coverage changes. Any changes to this Agreement pursuant to this reopener are subject to mutual agreement in writing and neither party may take unilateral actions.

Article 26 Dress Code

All non-uniformed members of the bargaining unit shall be permitted to wear business casual attire to work. Business casual attire includes jeans. T-shirts are not considered business casual attire, unless the T-shirt has been issued by Metrolink. All clothing must be neat, clean and in good repair. A manager may direct an employee to return home to change attire if the employee's attire is in violation of this Article. This Article supersedes any Metrolink policy regarding dress code.

Appendix A Rail Traffic Controller Salary Schedule

Article 20 - Rail Traffic Controller Salary Schedule (Hourly)

Tier I: $61.3515 hourly rate

Effective Date	Rate of Increase	Hourly Rate
First day of the first full pay period in July 2026	3.0%	$ 63.1920

Appendix B Rail Traffic Coordinator Salary Schedule

Article 20 - Rail Traffic Coordinator Salary Schedule (Hourly)

Tier I: $72.1416 hourly rate

Effective Date	Rate of Increase	Hourly Rate
First day of the first full pay period in July 2026	3%	$74.3058

Appendix C Communications Coordinator Salary Schedule

Article 20 – Communications Coordinator Salary Schedule (Hourly)

Tier I: $38.5798 hourly rate

Effective Date	Rate of Increase	Hourly Rate
First day of the first full pay period in July 2026	3%	$39.7371

Appendix D Senior Customer Relations Representative Salary Schedule

Article 20 – Senior Customer Relations Representative Salary Schedule (Hourly)

Tier I: $34.7218 hourly rate

Effective Date	Rate of Increase	Hourly Rate
First day of the first full pay period in July 2026	3%	$35.7635

LUMP SUM PAYMENT:
Lump sum payment will be calculated accordingly for those employees' who have salaries above the chart.

Appendix E Customer Relations Representative Salary Schedule

Article 20 – Customer Relations Representative Salary Schedule (Hourly)

Tier I: $31.2495 hourly rate

Effective Date	Rate of Increase	Hourly Rate
First day of the first full pay period in July 2026	3%	$32.1870

In witness whereof, the parties hereto have caused their duly authorized representatives to execute this CBA on **XXXX XX**, 2026.

Amalgamated Transit Union, ATU Local 1277	Southern California Regional Rail Authority/ Metrolink
_____ Jeff Shaffer ATU President/Business Agent	_____ Darren M. Kettle Chief Executive Officer
_____ John Dirito ATU Financial Recording Secretary	_____ Don O. Del Rio General Counsel
_____ Aaron Williams ATU Treasurer	_____ Alberto Lara Chief People Officer
_____ Johnny Reese Rail Traffic Coordinator	_____ Anna Ho Manager II, Employee & Labor Relations
_____ Chad Hochholzer Rail Traffic Controller	_____ Rod Bailey Interim Chief Operating Officer
_____ Alvyna Sanders Customer Relations Representative	_____ Lisa Bahr Chief Customer Experience Officer
_____ Amber Peters Communications Coordinator	_____ Sharon Castaneda Legal Counsel

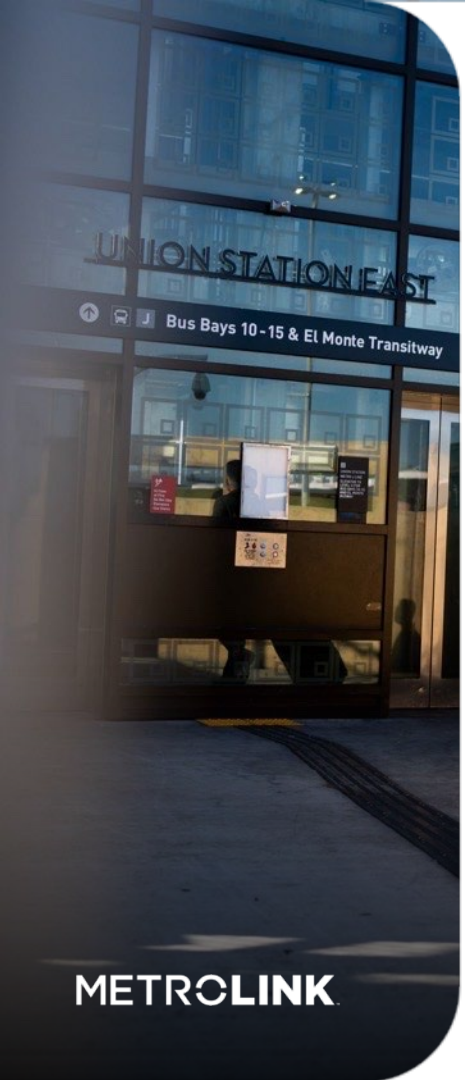




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ATU Negotiations Update

698



Bargaining Sessions

- ATU 1277 and Metrolink/SCRRA began bargaining for a successor agreement on January 16, 2026.
  - Current CBA ends June 30, 2026
  - Proposed duration: July 1, 2026 - June 30, 2027
- Settlement reached on April 27, 2026 after thirteen bargaining sessions.
- ATU Member Classifications (47):
  - 21 Rail Traffic Controller (aka Train Dispatchers)
  - 6 Rail Traffic Coordinator (aka Chief Dispatchers)
  - 7 Communications Coordinators
  - 3 Senior Customer Relations Representatives
  - 10 Customer Relations Representatives

Wage Agreement

- 3% increase effective July 1, 2026.
- Plus “Me Too” provision: if Metrolink provides an across-the-board COLA increase to non-bargaining employees that is greater than 3%, then ATU-represented employees covered by CBA shall receive the same. If Metrolink provides for a merit increase for non-bargaining employees, ATU employees shall receive an additional across-the-board 1% wage increase.
- This “Me Too” provision is only in effect for the one-year duration of this CBA.
- **Financial Impact:** the 3% increase totals approximately $143,538.

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Other Agreements

- Relief Pilot Program for Dispatchers
- Pilot Telecommuting Program for Communication Coordinators
- Temporary Employees for 2026 World Cup
- Dress Code
- FRA Enforcement Dispatch Certification
- Grievance Procedure – removal of one step
- Searchable Electronic CBA
- Vacation Bidding Changes – Dispatch Operations
- No Scheduled Training on Holidays
- Flex Time Use Allowed for Holidays – Communication Coordinators

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Recommendation

It is recommended that the Board ratify the ATU 1277 and Metrolink/SCRRA Collective Bargaining Agreement for the period of July 1, 2026 through June 30, 2027.



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Thank you.

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metrolinktrains.com/meeting

ITEM ID:	**2026-246-0**
TRANSMITTAL DATE:	**June 18, 2026**
MEETING DATE:	**June 26, 2026**
TO:	**Board of Directors**
FROM:	**Don O. Del Rio, General Counsel**
SUBJECT:	**Annual Renewal of Insurance Program for 2026-27 Fiscal Year**

Issue

The Authority requires insurance to effectively manage its operating and other major risks and ensure its continued economic viability in the event of a catastrophic event. Authorization is required to renew the listed insurance policies for Fiscal Year 2026-27.

Recommendation

Budget, Audit, and Finance Committee recommended (3-0) the Board authorize the Chief Executive Officer to purchase insurance for the 2026-2027 insurance year for a total premium cost not to exceed $17,678,205, as indicated below. Since the Committee meeting, we have received updated quotes for Auto Liability and Workers' Compensation. The new not to exceed total cost for all policies is $17,478,592, as indicated below.

Strategic Commitment

This report aligns with the Strategic Business Plan commitment of:

- **Modernizing Business Practices:** Continue to work collaboratively with our Insurance Brokers to obtain the most comprehensive insurance coverage available in the most cost-effective manner to ensure the continued viability of the Authority as a leading transportation provider.

Background

Pursuant to Federal law (49 USC 28103), every 5 years, the Rail Passenger Transportation

Liability Cap shall be adjusted to reflect the change in the Consumer Price Index. Based on available information, the Cap is expected to increase to approximately $402 million in FY27. The Cap in FY26 is $322 million, and the Authority's current coverage level is $347 million. Metrolink is contractually required by its primary operating contracts to maintain Operating General Liability (OGL) insurance up to the Liability Cap. Accordingly, Metrolink will need to procure approximately an additional $55 million in excess Liability insurance as compared to FY26.

At the present time staff seeks approval to renew the coverages identified below:

- Operating General Liability (OGL);
- Terrorism Liability;
- Employment Practices Liability (EPLI);
- Pollution Legal Liability;
- Property;
- Boiler and Machinery;
- Terrorism Property (including active shooter coverage);
- Auto Fleet Insurance;
- Errors and Omissions;
- Crime;
- Cyber Security and Privacy; and
- Workers' Compensation.

All current insurance policies expire June 30, 2026. Our longtime broker, Marsh USA, LLC., is providing brokerage services for the insurance renewal procurement and they are supported by Price Forbes in London.

The costs quoted in this presentation reflect net premium to be paid by the Authority and include estimated fees and taxes, as applicable.

Estimated total cost for this year's renewal premium for all policies increased by less than 5% from expiring. The excess liability premium increase of approximately $600,000 is directly attributable to the increase to the Rail Passenger Transportation Liability Cap to $402 million.

Discussion

Insurance is a contractual arrangement whereby the Authority transfers certain risks to insurers, thereby protecting its assets from destruction or its monetary resources from depletion. By doing this, the Authority is able to ensure its continued viability in the event of specified loss events.

It is recommended that the Authority purchase the following:

1. Liability related coverages for a total not to exceed cost of $10,143,418 , including:
    a. OGL insurance with annual liability limits of $402 million dollars (with an approximate $5M Self-Insured Retention);
    b. Terrorism coverage of $50 million (with a $4M Self-Insured Retention);
    c. Employment Practices Liability with limit of $5 million; and
    d. Pollution Legal Liability with limit of $25 million.
2. Property related coverages for a total not-to-exceed cost of $5,838,682, including:
    a. Property insurance with limits of $100 million dollars for an estimated premium not

to exceed $5,600,000. The property coverage has yet to be finalized and thus we seek authority to expend up to the aforementioned amount to secure $100 million of coverage for the Authority's property on the best available terms and conditions;
   b. Terrorism property coverage of $10 million including active shooter coverage;
   c. Boiler and machinery equipment breakdown coverage of $25 million.
3. Automobile fleet coverage for an estimated premium of $751,410 with Liberty Mutual and is subject to completing negotiations with the Hartford. Premium charges are subject to adjustment based on an audit of the composition of the fleet during the policy term.
4. Workers' Compensation Insurance coverage for an estimated premium of $652,878.20, subject to adjustment based on an audit of the actual payroll and workforce composition during the policy term.
5. Miscellaneous Insurance including Public Officials Errors and Omissions, Crime Insurance and Cyber Security and Privacy coverage for an aggregate total cost of $92,203.51.

Liability and Related Insurance Policies

The Insurance Program's OGL insurance ensures that the Authority will have the financial resources to continue operations in the event of a catastrophic incident causing injuries to passengers or third parties and/or damage to their property. The Authority also must comply with the terms of various contracts which require it to insure its operations against loss in OGL, property and automobile liability exposures.

This year the Authority's Risk Managers made in-person presentations and addressed approximately two dozen underwriters representing the major U.S. and international insurance markets which write insurance for the rail industry.

The Authority's presentations emphasized ways it continues its commitment to safety. The theme of this year's presentation was similar to that of recent years - that Metrolink continues to be an industry leader in terms of safety technology and culture, by being one of four railroads to meet the Federal Railroad Administration's 2018 date to fully implement and certify interoperable PTC throughout our system with all railroads with which we share rights of way as well as the incorporation of crash energy management cars into our operations and additional safety initiatives.

A combination of continued insured casualty losses in terms of both frequency and severity, has caused reinsurance costs for syndicates to increase materially, resulting in many insurers reducing capacity or exiting the casualty market entirely. Social inflation remains a significant concern, with insurers continuing to experience increasing litigation costs, larger jury awards, and more frequent nuclear verdicts, all of which place upward pressure on insurance pricing.

In addition, casualty loss costs associated with passenger rail operations have increased significantly over the past decade. Higher claim settlement values, increased medical costs, wage inflation and a more challenging litigation environment have all contributed to a reassessment of the risk by insurers and reinsurers. As a result, carriers are requiring greater premium levels to support the same limits previously being offered.

Furthermore, the market has become increasingly resistant to providing credit based on passenger volumes and operational metrics that remain below pre-COVID levels. While many

rail operators have not yet returned to historical ridership levels, insurers are placing greater emphasis on underlying loss cost trends and future exposure growth rather than pandemic-era reductions in activity. Thus, comparisons to pre-COVID passenger levels are no longer viewed as a sufficient basis to justify premium reductions or offset broader market pricing pressures.

Also, with the forthcoming changes to the federal passenger rail liability Cap there will be an increase in the amount of insurance protection that rail operators will seek to purchase. The additional limit required to maintain an appropriate level of protection is likely to require participation from insurers that do not currently support the program and who typically command higher pricing than incumbent markets. This is expected to further increase the overall cost of transferring risk and place additional pressure on future renewal pricing.

In summary, we have worked all available global insurers as thoroughly as possible and were able to construct a tower with coverage of $402 million, at a premium cost not to exceed $10,143,418 for the OGL insurance and related liability policies.

A. Related Liability Policies

The Terrorism Stand Alone policy continues to be a very stable component of the liability program. This was quoted by the incumbent carrier Lloyd's, at $299,222, a 14% increase from last year's premium after several years of nearly flat increases.

The Employment Practices Liability quote was received from Liberty Mutual at $65,046, coming in nearly flat to last year's cost. Given the Authority's location in California, a market with increased exposure in this line of coverage, Liberty continues to offer superior coverages at a better price than others in the market.

Pollution Legal Liability has been sourced through Ironshore Specialty Insurance Company and is priced at $91,789.96, a nearly flat increase from that of last year's cost. This policy continues to reflect an increased deductible for any potential loss associated with the Authority’s aging underground storage tanks.

The grand total cost not to exceed cost for liability and related coverages at $10,143,418 represents a 6.6% increase compared to last year’s expense. A comprehensive table of proposed liability related coverages, insurers and quotations is attached as Attachment A.

Property and Related Insurance

Property insurance protects the Authority against losses arising from significant damage to, or destruction of, the Authority’s assets caused by covered perils. In connection with the renewal of this coverage, the Risk Manager and our primary insurance broker, Marsh, have been exploring all available renewal options in both domestic and international property markets.

The property market remains favorable to buyers - the first quarter of 2026 marked the third consecutive quarter of rate decreases on property programs - driven by increased competition, expanded capacity, and greater flexibility on terms and conditions. Insurers remain disciplined on underwriting criteria including accuracy of replacement cost values for trainset/consist values.

Program premium is driven largely by the Authority's Statement of Values (SOV), which lists insured assets and properties at current replacement cost. Following a reassessment of the rail fleet, total insured values increased 17.5%, rising to $3.04 billion from $2.6 billion the prior year.

At the time of this report, our broker has not yet finalized quotes for the Property portion of the insurance program. Nevertheless, it is essential that replacement coverage be in place before the existing policies expire on June 30. Accordingly, we request authority to expend up to $5,600,000 for property coverage with limits of $100 million, on the most favorable terms and conditions available to the Authority in the market.

Additional property coverage includes Stand Alone Terrorism Property coverage of $10 million per occurrence, quoted by Hiscox at $101,448.64, an approximate 11% increase over last year's expense. This policy includes coverage for active shooter and malicious attack events. Boiler and Machinery coverage has been quoted by Travelers Indemnity at $137,233, an approximate 14% increase from last year's expense. The premium increase for these programs is primarily attributable to the increase in values, partially offset by rate reductions of 5% and 3%, respectively.

The total cost of the Authority's FY2026-27 Property Program shall not exceed $5,838,682, compared with $5,821,875.83 for the expiring policy year, and therefore is essentially flat year over year.

Fleet Automobile Insurance

The information below is based on Liberty Mutual's updated proposal. We also recently received a competitive quote from the Hartford, a respected carrier. We are evaluating both proposals to determine the most cost-effective placement. The Automobile Fleet quote from the incumbent Liberty Mutual, is $751,410, which is flat compared to last year's premium. Terms and conditions are improved from the expiring policy, as Liberty Mutual agreed to remove the exclusion for hi-rail vehicles when in use on the tracks.

The deductible remains the same at $10K for heavy units, $5K for Medium/Heavy trucks and $1K for all other units. Charges are subject to adjustment based on an audit of the composition of the fleet during the policy term.

Workers' Compensation Insurance

In order to comply with applicable California law and the terms of its contracts, the Authority maintains workers' compensation insurance. The Authority continues to have limited options with its workers' compensation placement, primarily as a result of the class code associated with its right of way and customer engagement workers. Many carriers will not write policies which include coverage for class code 7133.

The Authority received a quote from Liberty Mutual, in the amount of $652,878.20, and is flat compared to last year's premium. We also recently received a competitive quote from the Hartford. We are evaluating both proposals to determine the most cost-effective placement.

The workers' compensation premium quoted is an estimate based on our current payroll and workforce composition. The carrier will complete an audit of the actual payroll and the workforce composition and adjust the premium charges to reflect any changes.

Miscellaneous Additional Insurance

Public Officials E&O coverage with ACE has been quoted at $70,816.80, nearly flat compared to the expiring policy premium. Crime Insurance through Great American cost is $7,667, which is flat compared to last year's policy premium.

In the event of a data breach, Cyber Security and Privacy risk insurance pays for the notification and monitoring for impacted customers, 3rd party liability, fines and penalties, hiring of outside computer experts, and outside PR firms. The Authority is exposed through the mobile ticketing app, the operation of its ticket vending machines as well as possession of customer information through the call center, and employees' personal information. The proposed policy provides notification and monitoring for up to $1,000,000 for individuals and a $1,000,000 limit for 3rd party liability. The premium cost for this coverage is $13,719.71, a decrease of 49% from the expiring premium. Given the continuing threats in this area, a basic level of cyber security and first party coverage is advised.

Budget Impact

Sufficient funding is included for this level of premiums in the proposed FY2026-2027 budget, which is contingent upon Board approval.

Next Steps

The Authority will purchase insurance consistent with the Board's direction. The Board may elect to reduce limits for any of the various coverages, except OGL which must be maintained with limits of not less than the Federal Liability Cap that is currently $322 million but expected to be adjusted to $402 million. The Board may also eliminate any of the other coverages not required by law or contract (such as Property, Workers' Compensation, Auto and Pollution Liability).

Prepared by:	Raymond Barrera, Senior Counsel and Risk Manager
Approved by:	Don Del Rio, General Counsel

Attachment(s)

Attachment A - SCRRA Insurance Program - July 1, 2026 Renewal
Presentation - Insurance Renewal

				A	B		E	G	G
Line of Coverage	**Insurance Company**	**Limit Participation**	**% Participation**	**Premium**	**Estimated Taxes & Fees**	**Commission % Built into Quote**	**Commission $ Built into Quote**	**Renewal Net Premium + Taxes/Fees**	**Expiring Net Premium + Taxes/Fees**
Operating Liability Program									
SCRRA Self Insured Retention		**$5,000,000**							
Primary Layer ($25M)									
RRL - Primary 20M X 5M	Rokstone	$1,375,000	6.88%	$210,880.18	$6,705.99	0.00%	$ -	$217,586.16	
RRL - Primary 20M X 5M	Apollo	$6,625,000	33.13%	$1,016,059.03	$32,310.68	0.00%	$ -	$1,048,369.70	
RRL - Primary 20M X 5M	Hiscox	$2,500,000	12.50%	$383,418.50	$12,192.71	0.00%	$ -	$395,611.21	
RRL - Primary 20M X 5M	Aegis	$5,500,000	27.50%	$843,520.70	$26,823.96	0.00%	$ -	$870,344.66	
RRL - Primary 20M X 5M	Argenta	$625,000	3.13%	$95,854.63	$3,048.18	0.00%	$ -	$98,902.80	
RRL - Primary 20M X 5M	QBE	$2,000,000	10.00%	$306,734.80	$9,754.17	0.00%	$ -	$316,488.97	
RRL - Primary 20M X 5M	Inigo	$1,375,000	6.88%	$210,880.18	$6,705.99	0.00%	$ -	$217,586.16	
Primary Layer subtotal		**$20,000,000**	**100.00%**	**$3,067,348.00**	**$97,541.67**			**$3,164,889.67**	**$3,164,889.67**
1st Excess Layer ($100M)									
RRL - 75M X 25M	Hannover Re	$2,500,000	3.33%	$97,769.27	$3,109.06	0.00%	$ -	$100,878.33	
RRL - 75M X 25M	Argo Re	$2,500,000	3.33%	$97,769.27	*Self Procured*	0.00%	$ -	$97,769.27	
RRL - 75M X 25M	AXA XL Bermuda	$10,000,000	13.33%	$391,077.07	*Self Procured*	0.00%	$ -	$391,077.07	
RRL - 75M X 25M	Queens Island	$8,000,000	10.67%	$312,861.65	*Self Procured*	0.00%	$ -	$312,861.65	
RRL - 75M X 25M	Canopius	$5,000,000	6.67%	$195,538.53	$6,218.13	0.00%	$ -	$201,756.66	
RRL - 75M X 25M	Markel	$5,150,000	6.87%	$201,404.69	$6,404.67	0.00%	$ -	$207,809.36	
RRL - 75M X 25M	Sompo	$7,500,000	10.00%	$293,307.80	*Self Procured*	0.00%	$ -	$293,307.80	
RRL - 75M X 25M	Hamilton Re	$5,000,000	6.67%	$195,538.53	*Self Procured*	0.00%	$ -	$195,538.53	
RRL - 75M X 25M	AXA XL US	$4,725,000	6.30%	$184,783.91	$5,876.13	0.00%	$ -	$190,660.04	
RRL - 75M X 25M	AWAC	$6,375,000	8.50%	$249,311.63	*Self Procured*	0.00%	$ -	$249,311.63	
RRL - 75M X 25M	Sevanta	$2,000,000	2.67%	$78,215.41	$2,487.25	0.00%	$ -	$80,702.66	
RRL - 75M X 25M	Argenta	$1,000,000	1.33%	$39,107.71	$1,243.63	0.00%	$ -	$40,351.33	
RRL - 75M X 25M	QBE	$3,000,000	4.00%	$117,323.12	$3,730.88	0.00%	$ -	$121,054.00	
RRL - 75M X 25M	MAP	$4,500,000	6.00%	$175,984.68	*$5,596.31*	0.00%	$ -	$181,580.99	
RRL - 75M X 25M	Ark	$2,500,000	3.33%	$97,769.27	*Self Procured*	0.00%	$ -	$97,769.27	
RRL - 75M X 25M	Convex	$5,250,000	7.00%	$205,315.46	*$6,529.03*	0.00%	$ -	$205,315.46	
1st Excess Layer subtotal		**$75,000,000**	**100%**	**$2,933,078.00**	**$41,195.08**			**$2,967,744.05**	**$2,968,676.77**
2nd Excess Layer ($200M)									
RRL - 100M X 100M	Hannover Re	$2,500,000	2.50%	$33,521.90	$1,066.00	0.00%	$ -	$34,587.90	
RRL - 100M X 100M	Ascot	$2,500,000	2.50%	$33,521.90	*$1,066.00*	0.00%	$ -	$34,587.90	
RRL - 100M X 100M	Argo Re	$5,000,000	5.00%	$67,043.80	*Self Procured*	0.00%	$ -	$67,043.80	
RRL - 100M X 100M	Arcadian	$7,500,000	7.50%	$100,565.70	*Self Procured*	0.00%	$ -	$100,565.70	
RRL - 100M X 100M	Hamilton Re	$10,000,000	10.00%	$134,087.60	*Self Procured*	0.00%	$ -	$134,087.60	
RRL - 100M X 100M	Queens Island	$5,000,000	5.00%	$67,043.80	*Self Procured*	0.00%	$ -	$67,043.80	
RRL - 100M X 100M	AXA XL (Bermuda)	$10,000,000	10.00%	$134,087.60	*Self Procured*	0.00%	$ -	$134,087.60	
RRL - 100M X 100M	Aspen	$5,000,000	5.00%	$67,043.80	$2,131.99	0.00%	$ -	$69,175.79	
RRL - 100M X 100M	Fortegra	$5,000,000	5.00%	$67,043.80	$2,131.99	0.00%	$ -	$69,175.79	
RRL - 100M X 100M	Ark	$7,500,000	7.50%	$100,565.70	*Self Procured*	0.00%	$ -	$100,565.70	
RRL - 100M X 100M	Inigo	$15,000,000	15.00%	$201,131.40	$6,395.98	0.00%	$ -	$207,527.38	
RRL - 100M X 100M	Rokstone	$1,500,000	1.50%	$20,113.14	$639.60	0.00%	$ -	$20,752.74	
RRL - 100M X 100M	Munich Re Syndicate	$5,000,000	5.00%	$67,043.80	$2,131.99	0.00%	$ -	$69,175.79	
RRL - 100M X 100M	Trisura	$3,500,000	3.50%	$46,930.66	$1,492.39	0.00%	$ -	$48,423.05	
RRL - 100M X 100M	First Specialty	$10,000,000	10.00%	$134,087.60	$4,263.99	0.00%	$ -	$138,351.59	
RRL - 100M X 100M	QBE Bermuda	$5,000,000	5.00%	$67,043.80	*Self Procured*	0.00%	$ -	$67,043.80	
2nd Excess Layer subtotal		**$100,000,000**	**100.00%**	**$1,340,876.00**	**$21,319.93**			**$1,362,195.93**	**$1,364,327.92**
3rd Excess Layer ($290M)									
RRL - 90M X 200M	Hiscox	$5,125,000	5.69%	$60,132.42	$1,912.21	0.00%	$ -	$62,044.63	
RRL - 90M X 200M	Trisura	$6,500,000	7.22%	$76,265.51	*$2,425.24*	0.00%	$ -	$78,690.75	
RRL - 90M X 200M	Munich Re	$15,000,000	16.67%	$175,997.33	*$5,596.72*	0.00%	$ -	$181,594.05	
RRL - 90M X 200M	Chubb	$30,000,000	33.33%	$351,994.67	*Self Procured*	0.00%	$ -	$351,994.67	
RRL - 90M X 200M	Helix	$20,000,000	22.22%	$234,663.11	*Self Procured*	0.00%	$ -	$234,663.11	
RRL - 90M X 200M	Aspen	$5,000,000	5.56%	$58,665.78	$1,865.57	0.00%	$ -	$60,531.35	
RRL - 90M X 200M	Apollo	$3,375,000	3.75%	$39,599.40	$1,259.26	0.00%	$ -	$40,858.66	

				A	B		E	G	G
Line of Coverage	**Insurance Company**	**Limit Participation**	**% Participation**	**Premium**	**Estimated Taxes & Fees**	**Commission % Built into Quote**	**Commission $ Built into Quote**	**Renewal Net Premium + Taxes/Fees**	**Expiring Net Premium + Taxes/Fees**
RRL - 90M X 200M	Ascot	$1,500,000	1.67%	$17,599.73	$559.67	0.00%	$ -	$18,159.40	
RRL - 90M X 200M	Markel	$3,500,000	3.89%	$41,066.04	$1,305.90	0.00%	$ -	$42,371.94	
3rd Excess Layer subtotal		**$90,000,000**	**100.00%**	**$1,055,984.00**	**$14,924.57**			**$1,070,908.57**	**$1,070,908.57**
4th Excess Layer ($402M)									
RRL - 112M X 290M	AIG CAT Excess	$15,000,000	13.39%	$135,803.55	*Self Procured*	0.00%	$ -	$135,803.55	
RRL - 112M X 290M	Chubb	$20,000,000	17.86%	$181,071.40	*Self Procured*	0.00%	$ -	$181,071.40	
RRL - 112M X 290M	Liberty	$16,000,000	14.29%	$144,857.12	*Self Procured*	0.00%	$ -	$144,857.12	
RRL - 112M X 290M	Ascot	$6,000,000	5.36%	$54,321.42	*$1,727.42*	0.00%	$ -	$56,048.84	
RRL - 112M X 290M	Argo Re	$10,000,000	8.93%	$90,535.70	*Self Procured*	0.00%	$ -	$90,535.70	
RRL - 112M X 290M	Vantage	$5,000,000	4.46%	$45,267.85	*Self Procured*	0.00%	$ -	$45,267.85	
RRL - 112M X 290M	Queens Island	$4,500,000	4.02%	$40,741.07	*Self Procured*	0.00%	$ -	$40,741.07	
RRL - 112M X 290M	Canopius	$5,000,000	4.46%	$45,267.85	*$1,439.52*	0.00%	$ -	$46,707.37	
RRL - 112M X 290M	Inigo	$5,000,000	4.46%	$45,267.85	*$1,439.52*	0.00%	$ -	$46,707.37	
RRL - 112M X 290M	Helix	$5,500,000	4.91%	$49,794.64	*Self Procured*	0.00%	$ -	$49,794.64	
RRL - 112M X 290M	Markel	$5,000,000	4.46%	$45,267.85	*$1,439.52*	0.00%	$ -	$46,707.37	
RRL - 112M X 290M	AXA XL London	$5,000,000	4.46%	$45,267.85	*$1,439.52*	0.00%	$ -	$46,707.37	
RRL - 112M X 290M	Arch	$10,000,000	8.93%	$90,535.70	*Self Procured*	0.00%	$ -	$90,535.70	
4th Excess Layer subtotal		**$112,000,000**	**100.00%**	**$1,013,999.84**	**$7,485.49**			**$1,021,485.33**	**$532,487.20**
Terrorism (Standalone Tower)									
Terrorism 4M	**Self Insured**	**$4,000,000**	**100.00%**						
Terrorism 46M x 4M	Lloyd's - Pembroke	$46,000,000	100.00%	$290,000.00	$9,222.00	0.00%	$ -	$299,222.00	$263,109.00
Terrorism (Standalone Tower) Total		**$50,000,000**	**100.00%**	**$290,000.00**	**$9,222.00**			**$299,222.00**	**$263,109.00**
Employment Practices Liability	Liberty Mutual	$5,000,000	100%	$63,003.00	$2,003.50	20.00%	$ 12,601	$52,405.90	$54,150.18
Pollution Legal Liability	Ironshore	$25,000,000	100%	$88,961.00	$2,828.96	0.00%	$ -	$91,789.96	$91,741.47
Liability Program Total				**$9,853,249.84**	**$196,521.20**			**$10,030,641.40**	**$9,510,290.78**
Property Program									
"All Risks" Proprety Program	Various Markets	$100,000,000	100.00%	$5,600,000.00	$178,080.00	1.94%	$ 108,855	$5,669,224.55	$5,656,202.54
Other Property Coverages									
Terrorism - Primary 10M (Stand Alone Tower)/Active Shooter	Hiscox	$10,000,000	100.00%	$101,448.64	$3,226.07	0.00%	$ -	$104,674.71	$91,503.12
Boiler & Machinery (Equipment Breakdown)	Travelers Indemnity	$25,000,000	100.00%	$137,233.00	$0.00	0.00%	$ -	$137,233.00	$120,645.00
Property Program Total				**$5,838,681.64**	**$181,306.07**		**$108,855**	**$5,911,132.26**	**$5,868,350.66**
Other/Miscellaneous Coverages									
Automobile Liability and Physical Damage	TBD	$1,000,000	100%	$966,460.00	$0.00	17.50%	$ 169,131	$797,329.50	$751,410.00
Workers Compensation	TBD	Statutory	100%	$674,745.00	$35,027.00	10.00%	$ 67,475	$642,297.50	$652,878.20
Crime	Great American	$2,000,000	100%	$9,020.00	$0.00	15.00%	$ 1,353	$7,667.00	$7,667.00
Public Officials Errors & Omissions	ACE	$5,000,000	100%	$88,521.00	$0.00	20.00%	$ 17,704	$70,816.80	$65,600.00
Cyber Security & Privacy Liability	Beazley	$1,000,000	100%	$16,494.00	$524.51	20.00%	$ 3,299	$13,719.71	$27,033.50
Other/Miscellaneous Coverages Total				**$1,755,240.00**	**$35,551.51**		**$258,961.00**	**$1,531,830.51**	**$1,504,588.70**
Grand Total All Lines Renewal Premium				**$17,447,171.48**	**$413,378.77**		**$367,816.45**	**$17,473,604.17**	**$16,883,230.14**
								$590,374.03	
								3.50%	

Notes:

1. Column L is SCRRA net pay-in (contemplates rebating commission)
2. Refer to attachments for limit and/or program options for Cyber, Employment Practices and Pollution
3. SCRRA is responsible for filing taxes & fees for Self-Procured placements
4. Cyber contemplates moving to Beazley



Annual Renewal of Insurance Program for 2026-2027 Fiscal Year

Background

The Authority requires insurance to mitigate its operating and other major risks.

Board approval is needed to renew the insurance policies comprising the Authority's Insurance Program for Fiscal Year 2026-27.



METROLINK

Results for Metrolink's Insurance Program FY26/27

- **Liability-Related Costs**
  - This year's not to exceed cost for Operating Liability and liability-related coverages is **$10,143,418** which reflects a 6.6% increase from last year due to the increase to the federal rail passenger liability cap.
- **All-Risk Property Insurance Costs**
  - The not to exceed cost for "All Risks" Property Insurance is **$5,838,682** which is flat compared to last year's premium.
- **Miscellaneous Coverages Cost**
  - The total cost for miscellaneous coverages is **$1,496,491.71** which is flat compared to last year's premium.
- **Total Cost within Budget for FY26/27**
  - This year's total not to exceed cost of the Insurance Program is **$17,478,592** and is within the budgeted amount for FY26/27.

METROLINK



Operating General Liability Insurance

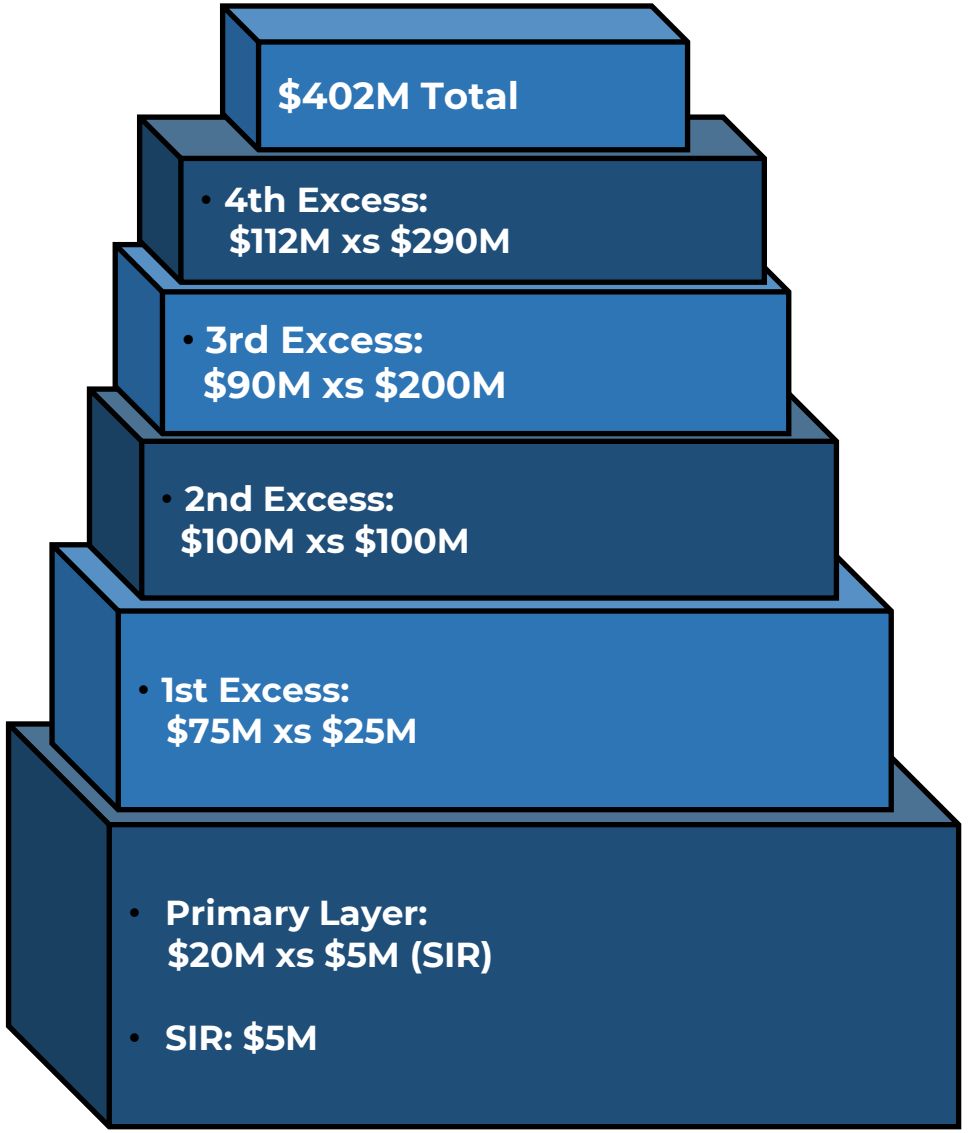
The Operating General Liability (OGL) insurance program ensures the Authority will have the financial resources to continue operations in the event of a catastrophic incident causing injuries and/or property damage to third parties.

2026 Increase to Federal Rail Passenger Liability Cap

- The federal rail passenger liability cap is subject to mandatory inflation adjustments every five years under federal statute (49 USC 28103).
- The cap is anticipated to increase from $323M to $402M this year.
- Metrolink is contractually obligated to maintain OGL limits up to the cap and is pursuing the additional limits during this renewal.

OPERATING LIABILITY TOWER

Total proposed liability coverage:
$402M($5M SIR)



METROLINK

Operating Liability Market Conditions & Premium

- Reinsurance market costs have increased due to the frequency and severity of insured casualty losses and has led to insurance carriers opting to reduce capacity or to leave the casualty market entirely.
- Market is continuing to see extreme jury awards and increased litigation costs pushing up claim values.
- The demand for additional liability insurance due to the anticipated adjustment to the federal rail liability cap, will likely require participation from non-incumbent insurers who typically command higher pricing.
- Despite these conditions, we have successfully constructed the tower at the higher limits, and within the budgeted amount for FY26/27.
- Total not to exceed premium for OGL and liability-related coverages: **$10,143,418**.

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Other Liability Insurance Coverages

The Insurance Program also includes the following additional liability coverages:

- Terrorism Liability Coverage: $299,222
- Employment Practices Liability: $65,046, nearly flat compared to last year.
- Pollution Liability: $91,789.96, nearly matching last year’s premium

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Property Insurance Coverages

- This year the Property insurance market is favorable to buyers due to:
  - Increased market competition
  - Expanded capacity of insurers
  - Growing flexibility with terms and conditions
- Property coverage of $100M is not yet complete but will be in place for a timely renewal and obtained on the best terms and conditions available in the market. The not to exceed cost of coverage is $5,600,000.
- Stand Alone Terrorism coverage of $10M – $101,448.64, an approximate 11% increase over last year's cost.
- Boiler and Machinery coverage – $137,233, an approximate 14% increase from last year's cost.

Total not to exceed Property renewal premium: $5,838,682, essentially flat over last year's renewal.

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Other Insurance Coverages

Fleet Automobile:

- $751,410 flat compared to last year's premium.

Workers' Compensation:

- $652,878.20, flat compared to last year's premium.

Public Officials Errors & Omissions:

- $70,816.80, nearly flat compared to expiring premium.

Crime Insurance:

- $7,667, flat compared to last year's premium.

Cyber Security and Privacy Risk Insurance:

- $13,719.71, a decrease of 49% from expiring premium attributable to increased competition in the market.

Total Other Insurance coverages renewal premium: $1,496,491.71.

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Recommendation

It is recommended that the Board authorize the purchase of insurance for the 2026-2027 insurance year for total premium cost not to exceed **$17,478,592**, as follows:

- Liability related insurance for a not to exceed cost of **$10,143,418**.
- Property related insurance for a total not-to-exceed cost of **$5,838,682**.
- Other Insurance Coverages for a total cost of **$1,496,491.71**.



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Thank you.

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ITEM ID:	**2026-247-0**
TRANSMITTAL DATE:	**June 18, 2026**
MEETING DATE:	**June 26, 2026**
TO:	**Board of Directors**
FROM:	**Tom Schamber, Chief Financial Officer** **--**
SUBJECT:	**FY27 Budget Development Update**

Issue

Staff will provide an update on the status of development of the FY27 Budget.

Recommendation

Receive and file.

Background

At its May 22nd meeting, the Board decided to create a new committee that is focused on budget, audit, and other financial matters. The Committee requested a detailed update on the budget development process at its first meeting.

Discussion

Operating Budget

Traditionally, the annual budget development process takes seven months. This includes finalizing a service schedule, preparing ridership and revenue forecasts, collecting and consolidating operating cost estimates from cost centers agencywide, analyzing results, making adjustments in collaboration with the cost centers, and then sharing the budget with the Member Agencies for feedback and adjustment.

The FY27 budget development process, while started on time, encountered several significant developments, some very late in the development timeline, that halted development and/or caused rework. The following is a list of items that have caused delays in the process:

- In December 2025, it became apparent that the FY26 ridership and revenue forecast was overly optimistic, and future years would also likely need to be adjusted downward. SCRRA's forecasting consultant, Sperry/KMPG, was asked to review its forecasting tool, make adjustments, and develop updated forecasts for FY26 and FY27. The new forecast was completed in early February 2026. The new forecast showed that FY26 fare revenues were overstated by approximately $15M. The FY27 forecast was naturally adjusted to align its starting point with the newly forecast ending point for FY26.

- On January 5, 2026, a communication was received from the Orange County Transportation Authority stating that financial constraints limited their ability to support Metrolink Operations to an amount no greater than 10% below their funding for the FY26 Budget. They also communicated a $25M cap on their funding of the Capital Budget.

- On April 2, 2026, a communication was received from the Los Angeles County Metropolitan Transportation Authority that financial constraints limited their ability to support Metrolink operations to an amount no greater than 3% below their funding for the FY26 Budget. They also communicated a $75M cap on their funding of the Capital Budget. Furthermore, the amount available for operations would remain flat for three additional years through FY 2030.

- On April 17, 2026, at the Member Agency CEO's meeting, Metrolink was asked to prepare two additional budget scenarios for consideration, each with a different service schedule, for a total of three.

Each time one of these significant events was encountered, further budget development was put on hold while new service schedules were developed. The service schedule is typically finalized in December.

Each service schedule must balance financial constraints for the agency as a whole, specific requests from Member Agencies, and the preservation of as much ridership as possible while using crews as efficiently as possible. This is complex, time-consuming, and requires close collaboration and iteration with Alstom, our vendor for transit operations and maintenance services. This process began almost immediately after the January communication from OCTA, and has continued through the first week of June, when final costs for all three scenarios became known.

In recent years, ridership and revenue forecasts have been completed by an outside consultant at the request of the Member Agencies and Board. While the consultant's forecasting methods and models were sophisticated, they have also been costly, and take considerable time to complete. Staff tried to conserve financial resources by holding the development of forecasts until more was known about the specific service schedules selected for analysis. Ultimately, staff has determined that, due to the extremely urgent timeline for budget development, ridership and revenue forecasts will be completed in-house, as they once were. This decision should save three or more weeks in the budget timeline.

Now that train operator costs are known for each budget scenario, other expense items that depend on them can be calculated. Once the ridership and revenue forecast is completed, all revenue and expense items dependent on that forecast can also be calculated.

From there, the Finance team will analyze all the inputs to ensure that all revenues and costs are accurate and reasonable. They will work with cost center owners when items of revenue and cost require further justification, and potentially adjustment.

The final step is to prepare materials for distribution and presentations to the MAAC, Member Agency CEOs, the Budget, Audit, and Finance Committee, and the Board.

The current timeline is as follows:

- June 10: Capital budget presented to the MAAC.
- June 26: Regular Board Meeting
    - Adopt continuing resolution for operating budget.
    - Adopt continuing resolution for Arrow budget.
    - Adopt capital budget carryforward.
    - Approve transmittal of the capital budget.
- July 9: Three operating budgets presented to the MAAC.
- July 10: Budget, Audit, and Finance Committee.
- July 24: Regular Board Meeting
    - Approve transmittal of the operating budget.
- Aug 14: Special Board Meeting
    - Public hearing
    - Adoption of the operating, capital, and Arrow budgets.

Note that the Board approved transmittal of the Arrow Budget at its May 22nd meeting.

Some Member Agencies have indicated that they do not intend to obtain approval of the Metrolink/Arrow Budgets from their boards until September. Staff intends to make our request for budget adoption to the Metrolink Board contingent upon subsequent approval of all five member agencies. Spending authority will remain in place through September 30th via a continuing resolution. This approach is recommended because Metrolink needs to notify Alstom of our final service plan six weeks before it is scheduled to start on October 1st. There must be a sufficient level of certainty in order to do that. If the Board chooses to delay transmittal or adoption of the Metrolink Operating Budget, implementation of the new schedule may be delayed due to this notice requirement.

Capital Budget

The development of the FY27 Capital Budget has followed a different path than customary due to bifurcation from the Operating Budget. The Authority's Capital Budget consists of both State of Good Repair (SoGR) and New Capital Projects, excluding SCORE projects that are funded through grants. SoGR Projects address existing capital assets, including track, structures, railroad signaling, facilities, and rolling stock to keep them in proper operating condition, ensuring safe and reliable train operations. New Capital Projects expand railroad infrastructure, assets, and systems.

Historically, SoGR Projects have been prioritized in the annual Capital Budget as New Capital projects are often able to be funded via competitive grants, secured outside of the annual Capital Budget process.

The FY27 Capital Budget development process began in October 2025 with project managers and asset owners compiling an unconstrained list of projects deemed necessary to keep the Authority's assets in a state of good repair, totaling approximately $300 million.

In November 2025, the Authority's Capital Steering Committee refined the list of projects based on established ranking criteria, resulting in a prioritized list of projects, that totaled $197 million.

The Authority received correspondence from OCTA on January 5, 2026 and from LA Metro on April 3, 2026, confirming they were capping their capital contributions at $25 million and $75 million respectively. In response, the Capital Steering Committee modified the Capital Budget to meet the capped amounts from the two member agencies, ultimately resulting in a total Capital Budget of $163 million, consisting of SoGR projects totaling $152 million and New Capital projects totaling $11 million. This Capital Budget and the associated project lists were presented at the May 2026 Board of Directors' meeting.

Risks of underfunding the SoGR Program include impacts to the Authority providing reliable service to our customers and increased operational budget expenses. The Metrolink Rehabilitation Plan (MRP) is utilized by Staff as the baseline document for the development and prioritization of SoGR projects. In aggregate, the MRP identifies that the Authority has a backlog of SoGR projects totaling $934 million (2027). The MRP also identifies that $149 million (2027) is needed annually to address SoGR projects in order to maintain the current amount of SoGR backlog. Annual funding above $149 million will draw down the backlog, while underfunding will increase the backlog.

Staff presented a request to the Board at its May 22nd meeting to transmit the Proposed FY27 Capital Budget to the Member Agencies, with the intent to request adoption at the June 26th meeting. The Board elected to defer transmittal because they were concerned that the MAAC did not have sufficient time to review and comment on the proposed budget. The MAAC has been provided with a project listing, and it will be discussed at the June 10th MAAC meeting. Staff will also afford opportunities for Member Agency specific meetings to be scheduled to allow for more detailed discussions about specific projects if needed. Staff will return to the Board in June with a second request to transmit the Capital Budget. Should the Board approve the request, the Board will be asked to adopt the Proposed FY27 Capital Budget at its August 14th special meeting concurrent with the operating budget.

It is a best practice in public finance for a Governing Board to annually reauthorize unspent capital appropriations from prior years. The carryforward of capital appropriations is traditionally requested in alignment with the adoption of the capital budget each year. However, since the FY27 Capital Budget will not be adopted by June 30th, staff will bring a request to carryforward unspent capital appropriations in June to ensure that capital projects already in progress will not experience costly delays.

Next Steps

Staff will continue to provide updates on budget development at the Budget, Audit, and Finance Committee and Regular Board Meetings.

Prepared by:	Tom Schamber, Chief Financial Officer Justin Fornelli, Chief of Program Delivery
Approved by:	Tom Schamber, Chief Financial Officer Justin Fornelli, Chief of Program Delivery

Attachment(s)

Presentation - FY27 Budget Development



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FY27 Budget Development

Receive and file. **728**



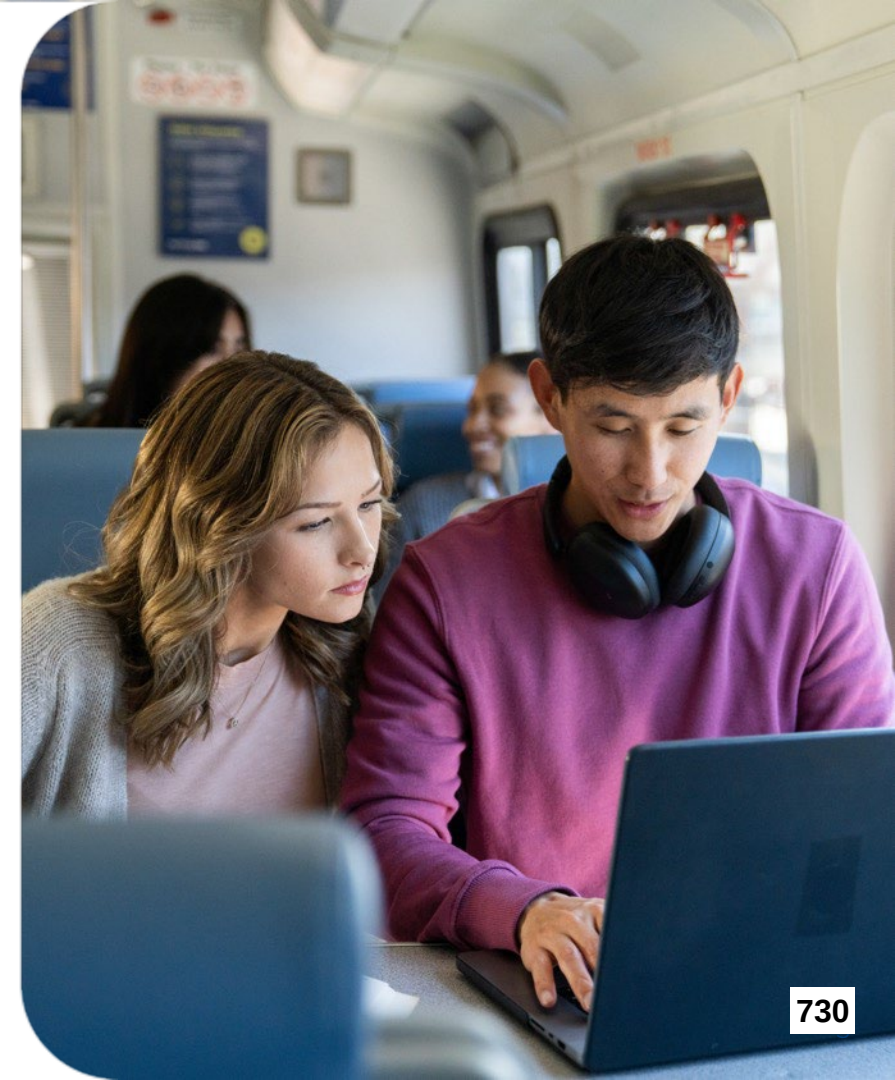
Agenda

- Budget Challenges
- FY27 Operating Budget
  - Historical Context
  - FY27 Budget Development Timeline
  - FY27 Budget Assumptions
- Historical Operating Surplus
- State Funding
- FY27 Capital Budget

The Perfect Storm

How did we get here?

1. Forecasted Ridership hasn't materialized.
2. Expenses are climbing, driven by contracted increases.
3. Member Agency financial support constraints.



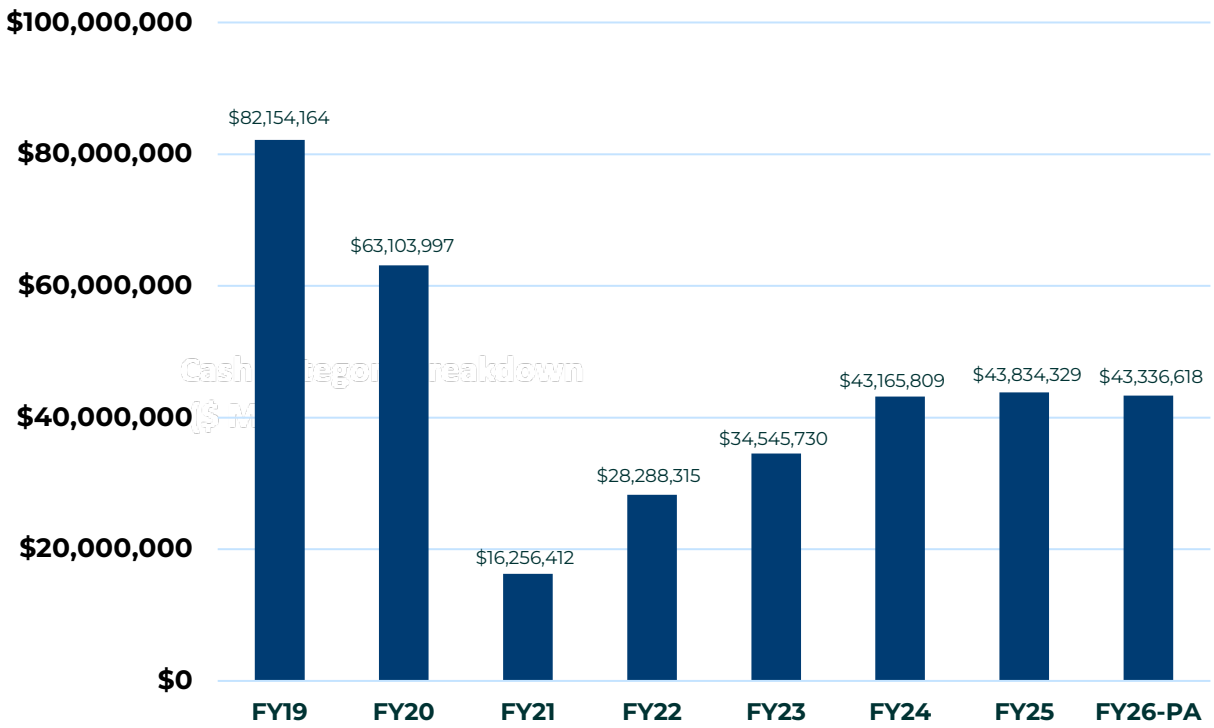
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FY27 Operating Budget



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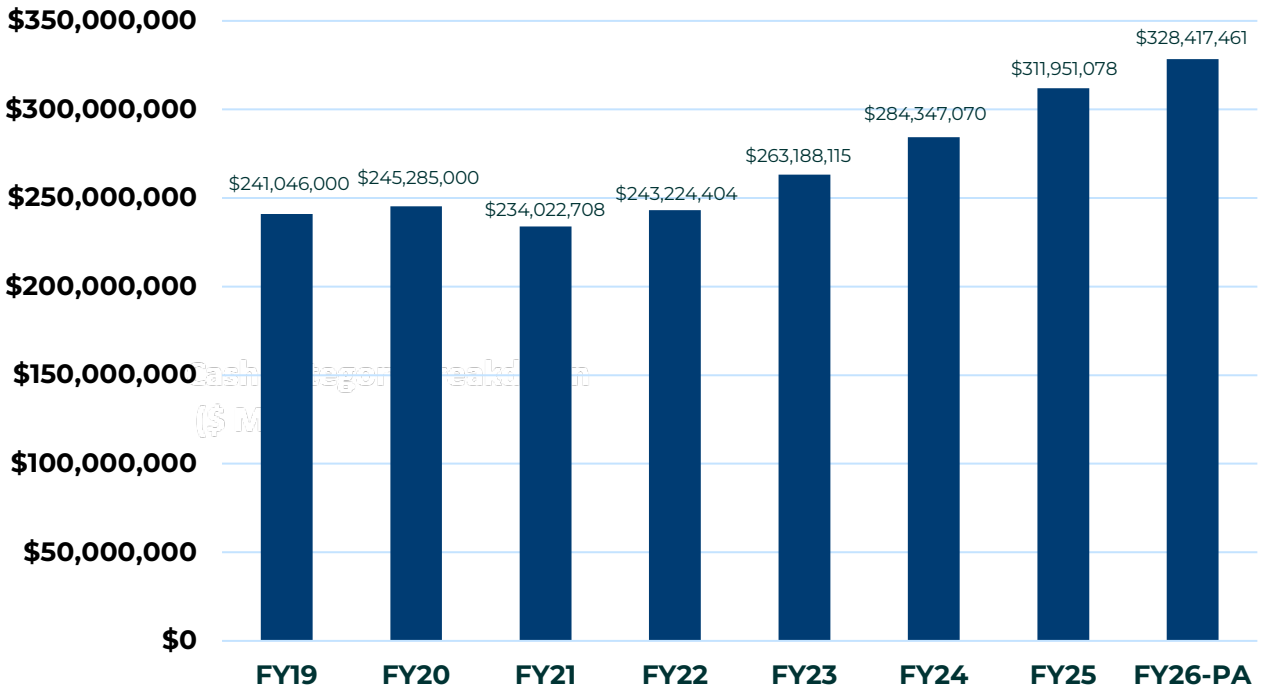
Fare Revenues
FY19 – FY26



Notes:
- FY19 to FY25 – Actuals ; FY26 – Projected Actual
- Student Adventure Pass Subsidy: FY24 $7.475M; FY25 $7.469M; FY26 Student Discount $2.733M
- Includes fare subsidies

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Operating Expenses *FY19 – FY26*



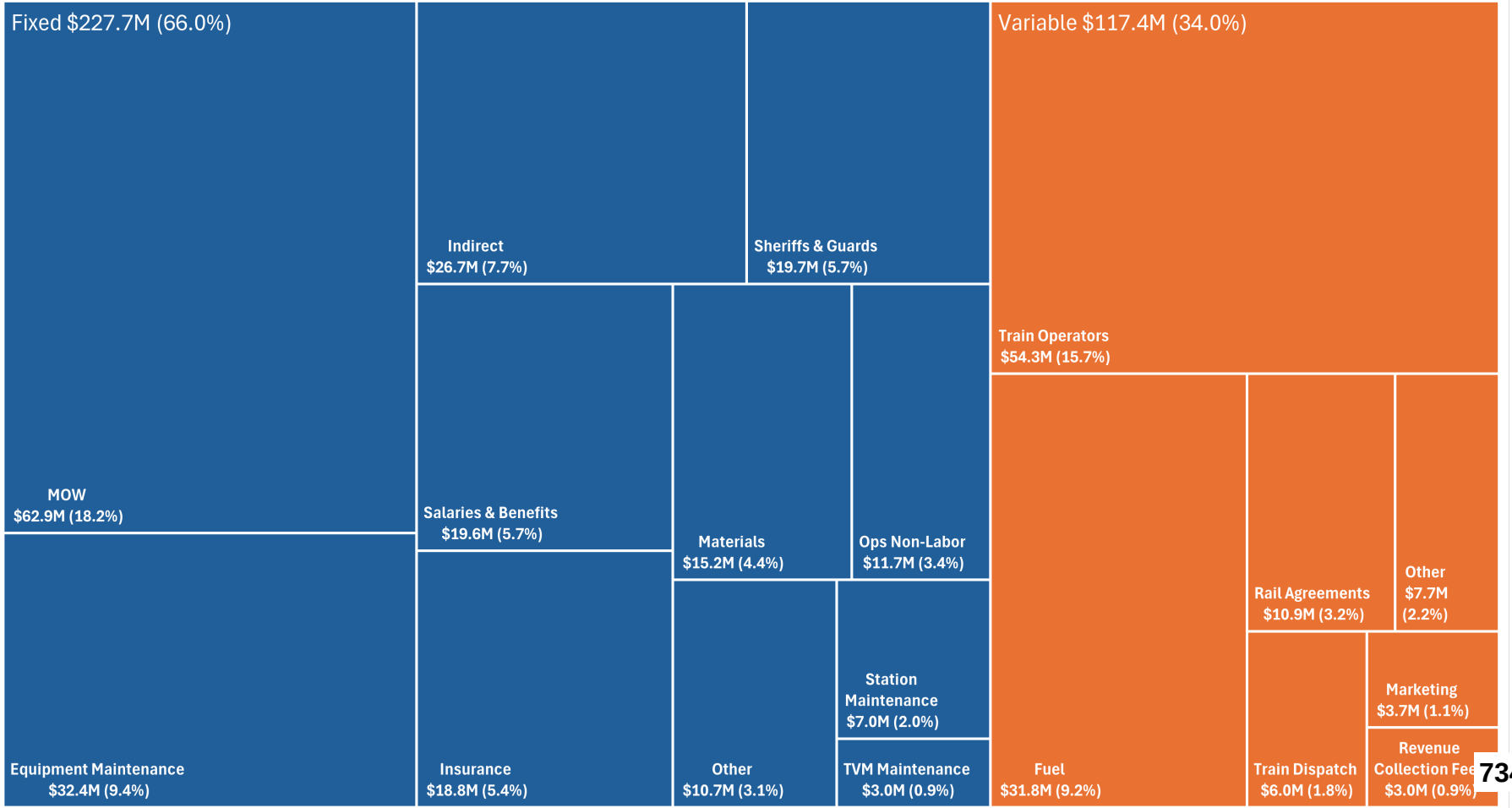
Notes:

- FY19 to FY25 - Actuals
- FY26 – Projected Actual
- FY25 includes Mini-Bundle Mobilization
- FY26 includes New FRA Regulations (CFR 245 & 246) & 2028 Olympics Readiness
- Does not include LA Metro Outside 20' & SBCTA SB Sheriffs

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Fixed vs Variable Operating Costs

(Source: FY26 Budget)



FY27 Budget Development Timeline

- **September 2025:** Budget process began.
- **December 2025:** Service Schedule for budget (Optimized Service) finalized and costing began.

  Began updating ridership & revenue forecasts for FY26 and FY27.

  OCTA CEO verbally notified Metrolink CEO that support may be limited for FY27
- **January 5, 2026:** Written notification from OCTA of a 10% reduction in support from its FY26 level.
- **February 9, 2026:** Metrolink CEO provided a proposed schedule to OCTA to conform with the requested support reduction.
- **February 2026:** New forecast completed for original service schedule. FY26 fare revenues reduced by $15M, lowering expectations for FY27.
- **Early Spring 2026:** Metro verbally notified Metrolink that a 3% cut may be coming.
- **April 2, 2026:** Notified by LA Metro of a 3% reduction in support from its FY26 level, which would remain flat through FY30.
- **April 17, 2026:** Member Agency CEO's asked staff to prepare 2 additional budget scenarios reflecting different service schedules
- **April 27, 2026:** Two additional service scenarios selected by the MAAC.
- **June 3, 2026:** Alstom completed crew and mechanical estimates for 3 scenarios
- **June 15, 2026:** MAAC narrowed service scenarios to just two.

FY27 Budget Development Timeline

- **June 10:** Capital budget presented to the MAAC.
- **June 26:** Regular Board Meeting
  - Adopt continuing resolution for operating budget.
  - Adopt continuing resolution for Arrow budget.
  - Adopt capital budget carryforward.
- **July 9:** Three operating budgets presented to the MAAC.
- **July 10:** Budget, Audit, & Finance Committee.
- **July 24:** Regular Board Meeting
  - Approve transmittal of the operating budget.
  - Approve transmittal of the capital budget.
- **Aug 14:** Special Board Meeting
  - Public hearing
  - Adoption of the operating, capital, and Arrow budgets.
- **Oct 1:** Begin adopted service schedule.

Proposed FY27 Operating Budget Assumptions

Service Level:

- 2 service scenarios

Revenue:

- Ridership & Revenue forecasted in-house
- Fare Increases to 1-way Tickets and SoCal Day Passes
- No New Fare Promotions
- Student/Youth Discount Remains at 50% (25% subsidized by LCTOP)
- Mobility-4-All 50% Discount Remains

Expenses:

- Generally, Budgeted Increases less than 3% Unless Mandated by Agreements
- No New Headcount
- Salaries Budgeted at 90% of Scale Instead of 100%
- 3.0% COLA (No Merit Increase)
- 33% Reduction in Training & Travel
- No Special Trains, Unless Self-Supporting (e.g., Holiday Train)



2 Service Scenarios

Service Line	Optimized Service		Scenario 1		Scenario 4	
	Weekday Trains	Weekend Trains	Weekday Trains	Weekend Trains	Weekday Trains	Weekend Trains
San Bernardino	44	16	22	12	32	16
Ventura County	22	4	12	2	16	4
Antelope Valley	30	24	16	10	24	24
Riverside	10	0	8	0	10	0
Orange County	26	8	16	8	22	8
IEOC	18	4	8	6	16	4
91/PVL	14	4	10	2	12	4
TOTAL	**164**	**60**	**92**	**40**	**132**	**60**

Service Line	Scenario 1		Scenario 4	
	% Change in Weekday Trains	% Change in Weekend Trains	% Change in Weekday Trains	% Change in Weekend Trains
San Bernardino	-50.0%	-25.0%	-27.3%	0.0%
Ventura County	-45.5%	-50.0%	-27.3%	0.0%
Antelope Valley	-46.7%	-58.3%	-20.0%	0.0%
Riverside	-20.0%	0.0%	0.0%	0.0%
Orange County	-38.5%	0.0%	-15.4%	0.0%
IEOC	-55.6%	50.0%	-11.1%	0.0%
91/PVL	-28.6%	-50.0%	-14.3%	0.0%
TOTAL	**-43.9%**	**-33.3%**	**-19.5%**	**0.0%**



FY27 Budget Reductions

(During budget development)

Reduction	Amount
Travel and Training	448,950
Payroll at 90% of Max Range	1,155,965
Employee merit reduction to $0	1,068,907
Consultants	981,250
Computer Software/Hardware	234,601
Office equipment maint.	71,000
Herzog	2,141,434
Utilities	14,650
Meeting expenses	25,948
Facilities & Fleet materials & other svcs	261,171
Track and Signal materials & other svcs	174,908
Standards & Design construction support	8,815
Operations Department materials & other svcs	71,674
Board expenses	42,300
Legal/ Claims	25,350
Audit (for contracts)	124,177
Lobbying Services	86,500
Marketing	657,075
Rail Agreements	1,053,846
Fuel	1,422,213
TVM	639,167
Uber/ Bus Bridge svcs for train delays	200,000
Total Reductions	**10,909,901**

Operating Surplus



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Metrolink Budget vs Actual FY21 - FY25

(Excludes non-recurring legal settlements)

	FY21			FY22			FY23			FY24			FY25		
	Budget	Actual	%Variance	Budget	Actual	%Variance	Budget	Actual	%Variance	Budget	Actual	%Variance	Budget	Actual	%Variance
Total Operating Revenue	43,500,279	30,225,133	-30.5%	60,416,416	42,407,251	-29.8%	66,523,481	51,287,338	-22.9%	54,047,905	64,563,477	19.5%	66,394,833	64,151,185	-3.4%
Operating Expenses	260,507,784	234,022,708	-10.2%	258,625,160	243,224,404	-6.0%	296,324,218	263,188,115	-11.2%	305,920,777	284,006,650	-7.2%	329,527,510	311,819,137	-5.4%
Member Support	217,007,506	203,797,575	-6.1%	198,208,745	200,817,154	1.3%	229,800,737	211,900,777	-7.8%	251,872,872	219,443,173	-12.9%	263,132,677	247,667,952	-5.9%
Surplus/(Deficit)		**13,209,931**			**(2,608,409)**			**17,899,960**			**32,429,699**			**15,464,725**	
Surplus/(Deficit) as a % of budgeted expenses		**5.1%**			**-1.0%**			**6.0%**			**10.6%**			**4.7%**	
					See Note 1						**See Note 2**				

Notes:

[1] Deficit was collected from FY23 Surplus

[2] FY24 Actual Operating Revenue variance largely due to:

- $7.5M for SAP subsidies received that were not budgeted due to the uncertainty of receiving grant funds at time of budget adoption
- $5M in unanticipated interest income resulting from favorable interest rates.

FY24 Actual Operating Expenses were under largely due to:

- $4.5M in overbudgeted payroll caused by budgeting methodology at maximum salary ranges
- $2.6M due to delayed upgrade of mobile ticketing app
- $1.9M in delayed train operator invoices
- $1.6M in fuel price fluctuations
- $1.2M in Amtrak transfer charges underbilled in error and corrected in future FY

MEMBER AGENCY FUNDS ON HAND

Cumulative Activity from FY21 through FY26 YTD (in 000s)

	METRO	OCTA	RCTC	SBCTA	VCTC	Total
FY21-25 CUMULATIVE OPERATING SURPLUSES	**$ 31,303**	**$ 14,451**	**$ 6,470**	**$ 5,691**	**$ 5,532**	**$ 63,447**
Other Additions to Member Funds on Hand:						
Carryforward of Member Agency Funds Prior to FY21:	2,478	6,230	1,735	2,397	410	13,250
Other Sources:	451	3,242	16,045	613	103	20,454
Uses of Member Funds on Hand:						
Member Requested Cash Refund:	(22,106)	(1,900)	(5,770)	(4,029)	-	(33,805)
Member Operating Invoices Paid:	(4,675)	(7,286)	(18,481)	(3,018)	(2,484)	(35,944)
Other Uses:	(763)	(7,806)	-	-	(500)	(9,069)
Member Agency Funds On Hand as of 3.31.26:	**$ 6,689**	**$ 6,929**	**$ (0)**	**$ 1,654**	**$ 3,060**	**$ 18,332**

Potential Shortfall Solution



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State Funding?

- The CEO continues to lobby for funds from the State to reduce or eliminate the shortfall.
- Amount, if any, is unknown at this time.

FY27 Capital Budget



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Proposed FY27
Capital Program Overview

- State of Good Repair - **$152.1M**
  - Increase from FY26 of **$14.6M** or **11%**

- New Capital - **$10.9M**
  - Increase from FY26 of **$7.5M** or **41%**



Thank you! Questions?

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metrolinktrains.com/meeting

ITEM ID:	**2026-243-0**
TRANSMITTAL DATE:	**June 18, 2026**
MEETING DATE:	**June 26, 2026**
TO:	**Board of Directors**
FROM:	**Tom Schamber, Chief Financial Officer**
SUBJECT:	**Approval of Request for a Three-Month Continuing Appropriations Resolution for the Authority's FY2026-27 Operating Budget**

Issue

The Authority is required, under the Joint Powers Authority (JPA), to transmit and adopt Metrolink and Arrow operating budgets by June 30, 2026. Due to delays in preparing the Metrolink Operating Budget and in adopting the Arrow budget, the Authority could not meet the JPA-prescribed deadline. Board-approved Finance Policy 1.1 allows the Board to adopt a continuing appropriation resolution until the SCRRA proposed budgets are approved.

Recommendation

Budget, Audit, and Finance Committee recommended (4-0) that the Board approve:

1. The request to delay transmittal of the proposed FY27 Operating Budget to the Member Agencies and defer consideration and adoption of the proposed FY27 Operating Budget by June 30th as required by the Joint Powers Authority; and
2. Approval of a three-month continuing appropriations resolution in lieu of the Authority's Metrolink FY27 Operating Budget. This allows extended time for development and transmittal of a Proposed FY27 Budget from the Authority to the Member Agencies, with adoption no later than September 30, 2026; and
3. Approval of a three-month continuing appropriations resolution for Arrow Service (Operations and Capital), with adoption of a FY27 Budget no later than September 30, 2026.

Strategic Commitment

This report aligns with the Strategic Business Plan commitment of:

- **Modernizing Business Practices:** We will improve our operational efficiency through transparency, objective metrics and streamlined governance, reducing over-reliance on Member Agency support while bringing our system into a state of good repair and investing in the development of our employees. Providing current and accurate information based on factual data to our Board enhances their oversight and ability to provide direction.

Background

On June 27, 2025, the SCRRA Board of Directors adopted the FY26 Operating Budget for Metrolink. The Budget reflected Operating Revenue of $76.9M, Expenses of $352.4M, and Member Agency Support of $275.5M. The FY26 Budget approved for the Capital Program totals $155.88M, consisting of $137.5M in SGR and $18.4M in New Capital.

The Board of Directors also adopted the FY26 Operating Budget for Arrow Service, which reflects Operating Revenue of $690K, Expenses of $18.2M, and Member Agency Support of $17.5M. The Capital Program approved for Arrow totaled $924K, comprising $500K in SGR and $424K in New Capital.

On February 27, 2026, the Board of Directors adopted an amendment to the FY26 Metrolink Operating Budget in the amount of an addition to operating expense of $914,029 as well as an amendment to the FY26 Metrolink Capital Budget (State of Good Repair) in the amount of an additional $500,000.

Preparation of the FY27 Budget began on September 10, 2025. On January 5, 2026, a communication was received from the Orange County Transportation Authority stating that financial constraints limited their ability to support Metrolink Operations to an amount no greater than 10% below their funding for the FY26 Budget.

On April 2, 2026, a communication was received from the Los Angeles County Metropolitan Transportation Authority that financial constraints limited their ability to support Metrolink operations to an amount no greater than 3% below their funding for the FY26 Budget. Furthermore, they communicated that the amount would remain flat for three additional years through FY 2030.

In mid-FY26, it became apparent that the ridership forecast used as the basis for fare revenue in the FY26 budget was overly optimistic and future years would also likely need to be adjusted downward. SCRRA's forecasting consultant, Sperry/KMPG, was directed to review their forecasting tool, make adjustments to reflect post-pandemic realities, and develop a reforecast with those adjustments factored into the new model. That exercise took several months, and with proper vetting by SCRRA staff, the new "reforecast," which aligns with current ridership growth, was finalized in early February 2026. Unfortunately, the delta between the original and updated forecasts results in approximately $15 million in unrealized fare revenue in FY26. The FY27 forecast needed to be adjusted to align with the new ridership endpoint for FY26.

Furthermore, at the April 17, 2026 Member Agency CEO's meeting, Metrolink was asked to prepare two additional budget scenarios for consideration, each with a different service schedule, for a total of three.

Discussion

Producing multiple operating budgets that meet the funding constraints requested by Member Agencies, developing the requested service scenarios, and preparing three ridership and revenue forecasts have made it challenging to arrive at a balanced budget.

All service schedule modifications require internal development of viable schedules and new cost estimates from our Train Operator and Mechanical Maintenance vendor. Producing multiple ridership and revenue forecasts with an outside consultant required at least 5 weeks. These estimates were received the first week of June.

For these reasons, staff have been unable to complete the FY27 Budget in time to forward it to Member Agencies by May 1 and will not be able to bring the budget to the June board meeting for approval.

Board approved Finance Policy Section 1.11 states:
"The Board of Directors adopts the proposed budget by June 30th of each fiscal year for the following fiscal year commencing on July 1st. In the event that the Board of Directors does not adopt the SCRRA Budget by June 30th, the Board may adopt a continuing appropriations resolution until such time as the SCRRA proposed budget is approved. In approving the proposed budget and any Board-approved amendments, the Board shall authorize SCRRA to expend funds under the direction of the CEO."

A continuing appropriations resolution provides that payments for services performed on behalf of SCRRA shall continue until such time as Metrolink and Arrow Budgets are adopted.

Approval of a three-month continuing appropriation resolution will allow the Authority to use funds not to exceed Q1 of the FY2025-26 adopted budget to maintain uninterrupted operations until the FY27 Budgets are adopted.

The support required from the five Member Agencies under this continuing resolution is as follows:

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LA Metro	OCTA	RCTC	SBCTA	VCTC	Total
$42,904,822	$15,852,862	$9,411,202	$9,894,288	$4,916,875	$82,980,049

ARROW

SBCTA
$4,460,699

The Board approved the transmittal of the request for the continuing appropriation resolution for Metrolink on April 24, and on May 14, 2026, the required support amount under the continuing resolution was forwarded to the Member Agencies.

On May 21, 2026, SBCTA advised SCRRA that it will request its Board to approve a continuing appropriation resolution for Arrow Service to allow them time to review the Arrow Budget sent to them.

Budget Impact

Approval of this item will provide temporary funding for Metrolink and Arrow without the adoption of a budget. At such time as FY27 budgets are adopted, the amounts due from Member Agencies for the entire year will be as adopted, and any adjustments to 1st-quarter support paid under the continuing resolution will be reflected in their 2nd-quarter invoices.

Next Steps

Upon adoption by the Board of Directors, Members will be billed for the first quarter of FY27, in an amount equal to the first quarter of FY26.

Prepared by:	Christine J. Wilson, Assistant Director, Finance
Approved by:	Tom Schamber, Chief Financial Officer

Attachment(s)

Presentation - Approval of Continuing Resolution



METROLINK

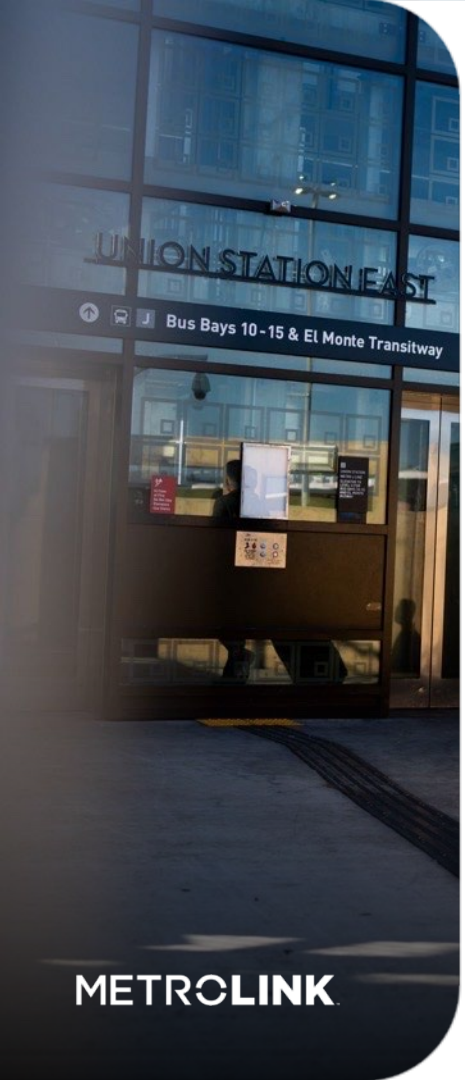
Approval of Continuing Appropriations Resolution

752



Context of Request

- Several factors encountered well into the budget development cycle created a challenging environment for delivering a balanced budget within normal timeframes.
- Factors Include:
  - Realization that ridership growth would be significantly slower than expected
  - Rising costs due to contractual increases and general inflationary pressures
  - Financial constraints faced by Member Agencies



Current Situation

- After reviewing opportunities to reduce discretionary spending in FY27, it was clear that those opportunities were insufficient to close the budget shortfall.

- Multiple service scenarios are currently under development and new cost estimates from our Train Operator and Mechanical Maintenance vendor were received the first week of June.

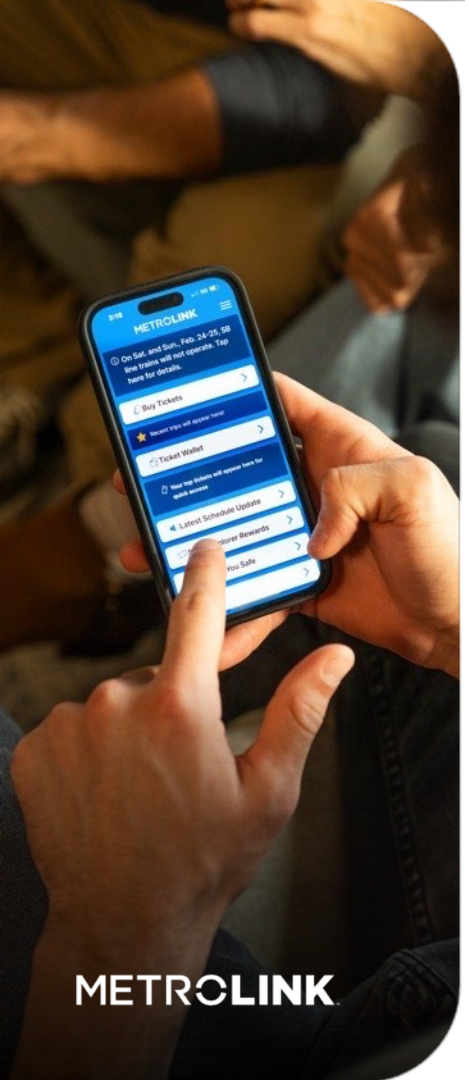
- Production of ridership and fare revenue forecasts will take our consultant at least five weeks. As a result, we are preparing the forecast in-house to reduce the time required.

Policy Based Solution

Board-approved Finance Policy 1.1 allows the Board to adopt a continuing appropriation resolution until such time as the SCRRA proposed budget is approved.



METROLINK



Recommendation

- Staff recommends that the Board:
  - Ratify delayed transmittal of the proposed FY27 Budget to the Member Agencies; and
  - Defer the requirement to adopt the proposed FY27 Budget by June 30th; and
  - Approve a three-month continuing appropriations resolution to provide funding in lieu of the Authority's FY27 Budget.



Thank you.

METROLINK

metrolinktrains.com/meeting

ITEM ID:	**2026-244-0**
TRANSMITTAL DATE:	**June 18, 2026**
MEETING DATE:	**June 26, 2026**
TO:	**Board of Directors**
FROM:	**Tom Schamber, Chief Financial Officer**
SUBJECT:	**Approval for Continuation of Spending on FY27 Carryforward of Capital Projects Approved in Prior Years**

Issue

The Board is being asked to approve the carryforward of authority for prior-year capital appropriations that will remain unspent at the beginning of each subsequent future fiscal year. Because the FY27 Capital Budget will not be adopted by June 30, 2026, this action by the Board is required in order to continue spending on such projects without interruption.

Recommendation

Budget, Audit, and Finance Committee recommended (3-0) that the Board approve continued spending of Capital Carryover, not to exceed project amounts approved in prior years.

Strategic Commitment

This report aligns with the Strategic Business Plan commitments of:

- **Safety is Foundational:** We will stay on the leading edge by deploying new technologies and processes to enhance the safety and security of our riders, our fellow employees, and the communities we serve.
- **Customers Are Our Business:** We respect and value our customers, putting them at the heart of all we do, and work hard to attract and retain new customers by understanding their needs and finding new and innovative ways to bring them on board.
- **Connecting and Leveraging Partnerships:** We will forge new and enhanced relationships with our public and private partners to integrate and coordinate connecting

services, providing residents throughout Southern California with better, seamless, sustainable alternatives to driving.

- **Modernizing Business Practices:** We will improve our operational efficiency through transparency, objective metrics and streamlined governance, reducing over-reliance on subsidy while bringing our system into a state of good repair and investing in the development of our employees.

- **Advancing Key Regional Goals:** We will grow the role of regional rail in addressing climate change, air quality, and other pressing issues by advancing toward zero emissions, making rail a compelling alternative to single-occupant automobiles and advancing equity-focused opportunities for all communities throughout Southern California.

Background

On April 24, 2026, the Board of Directors requested bifurcation of Metrolink's FY27 Capital Budget from the Operating Budget so the Capital Budget could be adopted while the Operating budget was under further development. However, based on Board direction received at its May meeting, the FY27 Capital Budget will no longer be adopted by June 30, 2026.

Absent a policy stating otherwise, capital project appropriations are considered to expire at the end of each fiscal year. The Board must reauthorize the continued spending of capital project appropriations previously approved by both the Member Agencies and the Board to ensure that spending can continue on projects already underway. This is referred to as the capital carryforward.

The capital carryforward is traditionally approved at the same time as the capital budget, authorizing a new program of projects. Given that the FY27 Capital Budget will no longer be adopted by June 30, 2026, this separate action is necessary to ensure the continued execution of previously approved capital projects.

Discussion

The carryover of prior-year capital program appropriations expected to remain unspent by June 30, 2026 is estimated to be $377,903,019 for State of Good Repair projects and $52,213,538 for New Capital Projects.

Attachment A is the listing of State of Good Repair Projects included in this carryforward request.
Attachment B is the listing of New Capital Carryover Projects included in this carryforward request.

Board adoption of this request will allow work on these projects to continue uninterrupted, avoiding costly schedule delays.

Budget Impact

There is no budget impact as a result of the adoption of this item by the Board.

Prepared by:	Christine Wilson, Assistant Director, Finance
Approved by:	Tom Schamber, Chief Financial Officer

Attachment(s)

Attachment A - FY27 SGR Carryover Projects
Attachment B - FY27 New Capital Carryover Projects
Presentation - Approval of Carryforward Spend

FY2026-27 State of Good Repair Carryover Projects

($000's)

Subdivision	Category	Project Number	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	Grand Total
Olive Sub	Bridge / Structure	521520	-	$50	-	-	-	-	$50
Olive Sub	Comm	521530	-		-	-	-	-	-
Orange Sub	Bridge / Structure	519621	-	79	-	-	-	-	79
Orange Sub	Bridge / Structure	520620	-	16	-	-	307	-	323
Orange Sub	Bridge / Structure	521620	-	670	-	-	-	-	670
Orange Sub	Bridge / Structure	524620	-	1,751	-	-	-	-	1,751
Orange Sub	Bridge / Structure	526620	-	3,750	-	-	-	-	3,750
Orange Sub	Comm	520440	-	-	-	-	-	-	-
Orange Sub	Comm	521630	-	14	-	-	-	-	14
Orange Sub	Comm	522640	-	-	-	-	-	-	-
Orange Sub	Comm	523640	-	-	-	-	-	-	-
Orange Sub	Comm	524640	-	8	-	-	-	-	8
Orange Sub	Comm	525640	-	436	-	-	-	-	436
Orange Sub	Comm	526640	-	480	-	-	-	-	480
Orange Sub	Signal	522630	-	123	-	-	-	-	123
Orange Sub	Signal	523630	-	798	-	-	-	-	798
Orange Sub	Signal	524630	-	370	-	-	-	-	370
Orange Sub	Signal	525630	-	-	-	-	-	-	-
Orange Sub	Signal	526630	-	7,350	-	-	-	-	7,350
Orange Sub	Signal	572002	-	-	-	-	-	-	-
Orange Sub	Track	521610	-	-	-	-	-	-	-
Orange Sub	Track	523610	-	3,808	-	-	-	-	3,808
Orange Sub	Track	524610	-	4,838	-	-	-	-	4,838
Orange Sub	Track	525610	-	-	-	-	-	-	-
Orange Sub	Track	526610	-	5,363	-	-	-	-	5,363
Other	Comm	526240	450	-		-	-	-	450
Perris Valley	Bridge / Structure	521920	-	-	1,713	-	-	-	1,713
Perris Valley	Bridge / Structure	522910	-	-	1,570	-	-	-	1,570
Perris Valley	Comm	522940	-	-		-	-	-	-
Perris Valley	Comm	525930	-	-	1,549	-	-	-	1,549
Perris Valley	Comm	526930	-	-	2,018	-	-	-	2,018
Perris Valley	Signal	522930	-	-	72	-	-	-	72
Perris Valley	Track	525910	-	-	156	-	-	-	156
Redlands Sub	Rolling Stock	525450	-	-	-	109	-	-	109
River Sub	Bridge / Structure	519020	-	-	-	-	-	-	-
River Sub	Bridge / Structure	523720	1,548	645	362	469	235	-	3,259
River Sub	Bridge / Structure	525720	297	124	69	90	45	-	626
River Sub	Bridge / Structure	526720	772	322	180	234	117	-	1,625
River Sub	Comm	524730	802	334	187	243	122	-	1,688
River Sub	Comm	524740	-	-	-	-	-	-	-
River Sub	Comm	525730	1,666	695	389	505	253	-	3,508
River Sub	Comm	525740	-	-	-	-	-	-	-
River Sub	Comm	526730	1,430	596	334	433	217	-	3,010
River Sub	Comm	526740	115	48	27	35	17	-	242
River Sub	Signal	519730	-	-	-	-	-	-	
River Sub	Signal	519732	24	6	5	7	3	-	45
River Sub	Track	521710	-	-	-	-	-	-	-
River Sub	Track	524710	558	233	130	169	85	-	1,175
River Sub	Track	525710	1,243	518	290	377	189	-	2,617
River Sub	Track	526710	1,374	573	321	417	208	-	2,893
Riverside	Comm	520940	-	-	-	-	-	-	-
Riverside	Comm	525940	-	-	-	-	-	-	-
Riverside	Comm	526940	-	-	368	-	-	-	368
San Gabriel Sub	Bridge / Structure	520420	-	-	-	-	-	-	-
San Gabriel Sub	Bridge / Structure	521420	-	-	-	-	-	-	-
San Gabriel Sub	Bridge / Structure	522420	336	-	-	224	-	-	559
San Gabriel Sub	Bridge / Structure	524420	778	-	-	-	-	-	778
San Gabriel Sub	Bridge / Structure	525420		-	-	-	-	-	-
San Gabriel Sub	Bridge / Structure	526420	2,925	-	-	1,950	-	-	4,875
San Gabriel Sub	Comm	522430	201	-	-	134	-	-	335
San Gabriel Sub	Comm	522440		-	-	-	-	-	-
San Gabriel Sub	Comm	524430	2,037	-	-	1,358	-	-	3,396
San Gabriel Sub	Comm	524440	179	-	-	119	-	-	298
San Gabriel Sub	Comm	525430	5,281	-	-	3,521	-	-	8,803
San Gabriel Sub	Comm	525440		-	-		-	-	-
San Gabriel Sub	Comm	526430	2,655	-	-	1,770	-	-	4,425
San Gabriel Sub	Comm	526440	383	-	-	256	-	-	639
San Gabriel Sub	Signal	519430		-	-		-	-	-
San Gabriel Sub	Signal	520430	138	-	-	92	-	-	230
San Gabriel Sub	Track	520410	113	-	-	56	-	-	169
San Gabriel Sub	Track	521411	168	-	-	109	-	-	277
San Gabriel Sub	Track	522410	558	-	-	374	-	-	932
San Gabriel Sub	Track	524410	2,611	-	-	1,741	-	-	4,351
San Gabriel Sub	Track	525410	2,875	-	-	1,917	-	-	4,792
San Gabriel Sub	Track	526410	2,045	-	-	1,363	-	-	3,408
Short Way	Facilities	519034	-	-	-	-	-	-	-
Short Way	Signal	519033	9	6	3	4	-	-	22
Short Way	Track	521410	-	-	-	-	-	-	-
Short Way	Track	522411	24	11	6	8	-	-	48
Short Way	Track	524411	5	2	1	1	-	-	9
System	Bridge / Structure	525020	9	4	2	3	1	-	20
System	Comm	521040	-	-	-	-	-	-	-
System	Comm	522040	212	88	50	64	32	-	446
System	Comm	522041	378	158	88	115	57	-	796
System	Comm	523040	822	343	192	249	125	-	1,730
System	Comm	523041	515	215	120	156	78	-	1,084
System	Comm	524040	1,085	452	254	329	165	-	2,285
System	Comm	524041	1,105	461	258	335	167	-	2,326
System	Comm	525041	-	-	-	-	-	-	-
System	Comm	526041	1,386	578	324	420	210	-	2,918
System	Comm	526042	468	195	109	142	71	-	986
System	Facilities	519060	-	-	-	-	-	-	-
System	Facilities	519064	-	-	-	-	-	-	-
System	Facilities	520060	80	33	19	11	12	-	155
System	Facilities	520061	-	-	-	-	-	-	-
System	Facilities	520062	-	-	-	-	-	-	-
System	Facilities	521060	-	-	-	-	-	-	-
System	Facilities	522060	82	34	19	25	12	-	172
System	Facilities	523060	1,344	560	314	408	204	-	2,830
System	Facilities	524060	112	46	26	34	17	-	235
System	Facilities	524061	83	35	19	25	13	-	175
System	Facilities	524062	-	-	-	-	-	-	-
System	Facilities	524063	14	6	3	4	2	-	30
System	Facilities	524064	-	-	-	-	-	-	-
System	Facilities	525061	-	-	-	-	-	-	-
System	Facilities	525062	-	-	-	-	-	-	-
System	Facilities	525063	-	-	-	-	-	-	-
System	Facilities	525064	-	-	-	-	-	-	-
System	Facilities	526060	695	290	162	211	105		1,463

Subdivision	Category	Project Number	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	Grand Total
System	Facilities	526061	155	65	36	47	24		327
System	Facilities	526064	808	337	189	245	122		1,700
System	Facilities	572501	-	-	-	-	-	-	-
System	IT	519093	-	-	-	-	-	-	-
System	IT	521071	-	-	-	-	-	-	-
System	IT	523091	-	-	-	-	-	-	-
System	IT	524070	-	-	-	-	-	-	-
System	IT	525040	-	-	-	-	-	-	-
System	IT	525070	-	-	-	-	-	-	-
System	IT	525071	-	-	-	-	-	-	-
System	IT	525072	-	-	-	-	-	-	-
System	IT	525091	486	203	114	147	74	-	1,024
System	IT	526040	1,188	495	278	360	180	-	2,500
System	IT	526070	231	96	54	70	35	-	486
System	IT	526071	404	168	94	122	61	-	850
System	IT	526072	229	96	54	70	35	-	483
System	IT	526091	713	297	167	216	108	-	1,500
System	IT	526092	197	82	46	60	30	-	414
System	Mechanical	521090	-	-	-	-	-	-	-
System	Mechanical	522090	-	-	-	-	-	-	-
System	Mechanical	523090	919	383	215	279	139	-	1,934
System	Mechanical	524090	1,201	501	281	364	182	-	2,528
System	Mechanical	524091	-	-	-	-	-	-	-
System	Mechanical	525090	-	-	-	-	-	-	-
System	Mechanical	526090	1,489	621	348	451	226	-	3,135
System	Rolling Stock	518050	-	-	-	-	-	-	-
System	Rolling Stock	519050	245	44	48	62	31	-	430
System	Rolling Stock	519051	147	61	34	45	22	-	310
System	Rolling Stock	519052	34	14	8	10	5	-	72
System	Rolling Stock	519053	-	-	-	-	-	-	-
System	Rolling Stock	519054	84	35	20	25	13	-	177
System	Rolling Stock	519055	274	113	63	83	41	-	574
System	Rolling Stock	520050	53	22	12	16	8	-	112
System	Rolling Stock	520051	-	-	-	-	-	-	-
System	Rolling Stock	520052	-	-	-	-	-	-	-
System	Rolling Stock	520053	-	-	-	-	-	-	-
System	Rolling Stock	521050	1,383	577	323	419	210	-	2,912
System	Rolling Stock	521051	29	12	7	9	4	-	62
System	Rolling Stock	521052	1					-	2
System	Rolling Stock	522050	373	155	87	113	56	-	785
System	Rolling Stock	523050	432	180	101	131	66	-	910
System	Rolling Stock	523051	3,554	1,481	831	1,077	539	-	7,482
System	Rolling Stock	523052	200	84	47	61	30	-	422
System	Rolling Stock	523054	301	125	70	91	46	-	633
System	Rolling Stock	523055	1,059	442	248	321	161	-	2,230
System	Rolling Stock	523056	937	391	219	284	142	-	1,973
System	Rolling Stock	524050	11,565	4,821	2,703	3,506	1,753	-	24,347
System	Rolling Stock	524051	1,630	680	381	494	247	-	3,432
System	Rolling Stock	524052	456	190	107	138	69	-	961
System	Rolling Stock	524053	386	161	90	117	59	-	813
System	Rolling Stock	524054	1,472	613	344	446	223	-	3,098
System	Rolling Stock	525050	12,454	5,192	2,910	3,776	1,888	-	26,220
System	Rolling Stock	525051	1,005	419	235	305	153	-	2,117
System	Rolling Stock	525052	883	368	206	268	134	-	1,859
System	Rolling Stock	525053	2,464	1,027	576	747	374	-	5,187
System	Rolling Stock	525054	-	-	-	-	-	-	-
System	Rolling Stock	525055	-	-	-	-	-	-	-
System	Rolling Stock	525056	11,043	4,603	2,581	3,348	1,674	-	23,248
System	Rolling Stock	525057	-	-	-	-	-	-	-
System	Rolling Stock	526050	5,237	2,183	1,224	1,588	794	-	11,026
System	Rolling Stock	526051	1,143	477	267	347	173	-	2,407
System	Rolling Stock	526052	523	218	122	158	79	-	1,100
System	Rolling Stock	526053	7,159	2,984	1,673	2,170	1,085	-	15,072
System	Rolling Stock	526054	475	198	111	144	72	-	1,001
System	Rolling Stock	526055	2,967	1,237	693	899	450	-	6,246
System	Rolling Stock	526056	4,754	1,982	1,111	1,441	721	-	10,008
System	Rolling Stock	526057	216	90	50	65	33	-	454
System	Rolling Stock	572550	-	-	-	-	-	9,610	9,610
System	Track	520011	31	13	7	9	5	-	65
System	Track	522010	-	-	-	-	-	-	-
System	Track	522011	-	-	-	-	-	-	-
System	Track	523010	3	1	1	1		-	7
System	Track	523011	-	-	-	-	-	-	-
System	Track	524010	17	7	4	5	3	-	36
System	Track	524011	269	112	63	82	41	-	567
System	Track	525010	970	404	227	294	147	-	2,041
System	Track	525011	896	374	209	272	136	-	1,887
System	Track	526010	2,375	990	555	720	360	-	5,000
System	Track	526011	713	297	167	216	108	-	1,500
System	Track	572303	-	-	-	-	-	-	-
System	Track	572503	-	-	-	-	-	-	-
Valley Sub	Bridge / Structure	522320	1,332	-	-	-	-	-	1,332
Valley Sub	Bridge / Structure	524320	3,308	-	-	-	-	-	3,308
Valley Sub	Bridge / Structure	526320	4,875	-	-	-	-	-	4,875
Valley Sub	Bridge / Structure	526321	4,600	-	-	-	-	-	4,600
Valley Sub	Bridge / Structure	572304	-	-	-	-	-	-	-
Valley Sub	Comm	520340	-	-	-	-	-	-	-
Valley Sub	Comm	522340	-	-	-	-	-	-	-
Valley Sub	Comm	523330	930	-	-	-	-	-	930
Valley Sub	Comm	523340	20	-	-	-	-	-	20
Valley Sub	Comm	524330	2,370	-	-	-	-	-	2,370
Valley Sub	Comm	524340	199	-	-	-	-	-	199
Valley Sub	Comm	525330		-	-	-	-	-	
Valley Sub	Comm	526330	4,475	-	-	-	-	-	4,475
Valley Sub	Comm	526340	450	-	-	-	-	-	450
Valley Sub	Facilities	522360	816	-	-	-	-	-	816
Valley Sub	Signal	520330	926	-	-	-	-	-	926
Valley Sub	Signal	520331	109	-	-	-	-	-	109
Valley Sub	Signal	522330	1,558	-	-	-	-	-	1,558
Valley Sub	Track	519310		-	-	-	-	-	
Valley Sub	Track	520310		-	-	-	-	-	
Valley Sub	Track	522310	788	-	-	-	-	-	788
Valley Sub	Track	523310	2,590	-	-	-	-	-	2,590
Valley Sub	Track	524310	6,803	-	-	-	-	-	6,803
Valley Sub	Track	525310	-	-	-	-	-	-	-
Valley Sub	Track	526310	6,005	-	-	-	-	-	6,005
Valley Sub	Track	572014	-	-	-	-	-	-	-
Ventura Sub - LA County	Bridge / Structure	524220	-	-	-	-	-	-	-
Ventura Sub - LA County	Bridge / Structure	526220	1,275	-	-	-	-	-	1,275
Ventura Sub - LA County	Comm	520240	-	-	-	-	-	-	-

Subdivision	Category	Project Number	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	Grand Total
Ventura Sub - LA County	Comm	522230	971	-	-	-	-	-	971
Ventura Sub - LA County	Comm	522240	-	-	-	-	-	-	-
Ventura Sub - LA County	Comm	524230	623	-	-	-	-	-	623
Ventura Sub - LA County	Comm	524240	-	-	-	-	-	-	-
Ventura Sub - LA County	Comm	526210	456	-	-	-	-	-	456
Ventura Sub - LA County	Track	520210	-	-	-	-	-	-	-
Ventura Sub - LA County	Track	524210	1,417	-	-	-	-	-	1,417
Ventura Sub - Ventura County	Bridge / Structure	519120	-	-	-	-	2,051	4,587	6,637
Ventura Sub - Ventura County	Bridge / Structure	521120	-	-	-	-	-	-	-
Ventura Sub - Ventura County	Bridge / Structure	524120	-	-	-	-	680	-	680
Ventura Sub - Ventura County	Bridge / Structure	524121	-	-	-	-	386	-	386
Ventura Sub - Ventura County	Bridge / Structure	526120	-	-	-	-	773	-	773
Ventura Sub - Ventura County	Comm	521130	-	-	-	-	201	-	201
Ventura Sub - Ventura County	Comm	522130	-	-	-	-	233	-	233
Ventura Sub - Ventura County	Comm	522140	-	-	-	-	-	-	-
Ventura Sub - Ventura County	Comm	524130	-	-	-	-	608	-	608
Ventura Sub - Ventura County	Comm	524140	-	-	-	-	-	-	-
Ventura Sub - Ventura County	Comm	525130	-	-	-	-	1,465	-	1,465
Ventura Sub - Ventura County	Comm	525140	-	-	-	-	210	-	210
Ventura Sub - Ventura County	Comm	526130	-	-	-	-	2,008	-	2,008
Ventura Sub - Ventura County	Comm	526140	-	-	-	-	332	-	332
Ventura Sub - Ventura County	Signal	520130	-	-	-	-	1,231	-	1,231
Ventura Sub - Ventura County	Signal	524131	-	-	-	-	723	-	723
Ventura Sub - Ventura County	Signal	524132	-	-	-	-	1,181	-	1,181
Ventura Sub - Ventura County	Track	521110	-	-	-	-	1,302	-	1,302
Ventura Sub - Ventura County	Track	524110	-	-	-	-	1,267	-	1,267
Ventura Sub - Ventura County	Track	525110	-	-	-	-	813	-	813
Ventura Sub - Ventura County	Track	526110	-	-	-	-	781	-	781
Grand Total			**$177,118**	**$74,233**	**$32,321**	**$47,351**	**$32,682**	**$14,197**	**$377,903**

FY2026-27 New Capital Carryover Projects Detail

($000's)

Subdivision	Category	Project Number	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	Grand Total
Orange Sub	Bridge / Structure	419004	-	$4,080	-	-	-	-	$4,080
Orange Sub	Facilities	418002	-	-	-	-	-	-	-
Other	IT	472401	-	-	-	-	-	-	-
Redlands Sub	Facilities	425460	-	-	-	-	-	-	-
Redlands Sub	IT	425440	-	-	-	977	-	-	977
River Sub	Signal	420001	-	-	-	-	-	-	-
San Gabriel Sub	IT	426091	-	-	-	-	-	-	-
San Gabriel Sub	Rolling Stock	672501	-	-	-	-	-	-	-
System	Comm	425040	-	-	-	-	-	-	-
System	Comm	426062	1,867	778	436	566	283	-	3,930
System	Facilities	423061	572	239	134	173	87	-	1,205
System	Facilities	424060	450	188	105	137	68	-	948
System	Facilities	425060	-			-		-	-
System	Facilities	425061	592	247	138	179	90	-	1,246
System	Facilities	425062	-	-	-	-	-	-	-
System	Facilities	426060	198	82	46	60	30	-	416
System	Facilities	426061	1,022	426	239	310	155	-	2,151
System	Facilities	426063	1,026	428	240	311	156	-	2,161
System	IT	423070	112	47	26	34	17	-	236
System	IT	423090	839	350	196	254	127	-	1,766
System	IT	423091	-	-	-	-	-	-	-
System	IT	424090	27	11	6	8	4	-	57
System	IT	424091	21	9	5	6	3	-	44
System	IT	425090	176	74	41	54	27	-	372
System	IT	425091	-	-	-	-	-	-	-
System	IT	426070	112	47	26	34	17	-	236
System	IT	426071	110	46	26	33	17	-	231
System	IT	426090	414	173	97	126	63	-	872
System	IT	472503	-	-	-	-	-	-	-
System	Mechanical	613015	-	-	-	-	-	-	-
System	Mechanical	626051	274	114	64	83	41	-	576
System	Rolling Stock	616002	-	-	-	-	-	-	-
System	Rolling Stock	620003	-	-	-	-	-	-	-
System	Rolling Stock	623050	-	-	-	-	-	-	-
System	Rolling Stock	624001	2,635	1,098	616	799	399	-	5,547
System	Rolling Stock	624050	677	282	158	205	103	-	1,425
System	Rolling Stock	624051	-	-	-	-	-	-	-
System	Rolling Stock	624052	260	108	61	79	39	-	548
System	Rolling Stock	624053	635	265	148	192	96	-	1,336
System	Rolling Stock	624054	1,490	621	348	452	226	-	3,137
System	Rolling Stock	626050	2,377	991	556	721	360	-	5,005
System	Rolling Stock	672601	4,605	1,919	1,076	1,396	698	-	9,694
Systemwide	(blank)	472502	-	-	-	-	-	-	-
Systemwide	(blank)	613003	-	-	-	-	-	-	-
Valley Sub	Signal	421001	-	-	-	-	-	1,365	1,365
Valley Sub	Signal	421002	-	-	-	-	-	729	729
Valley Sub	Signal	421003	-	-	-	-	-	671	671
Valley Sub	Signal	421004	-	-	-	-	-	962	962
Valley Sub	Signal	423001	-	-	-	-	-	279	279
Valley Sub	Signal	425001	-	-	-	-	-	-	-
Valley Sub	Track	420310	-	-	-	-	-	12	12
Ventura Sub - LA County	Track	421110	-	-	-	-	-	-	-
Grand Total			**$ 20,491**	**$ 12,622**	**$ 4,788**	**$ 7,188,**	**$ 3,106**	**$4,018**	**$52,214**





METROLINK

Approval of the Capital Program Carryforward

765

Context of Request

- In April, staff was directed to bifurcate the FY27 Capital Budget so it could be adopted by June 30, 2026.
- In May, staff was directed to delay transmittal of the FY27 Capital Budget.
- Given the delay, the FY27 Capital Budget will not be adopted by June 30, 2026.



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Current Situation

- Sound California public finance governance requires the Board to approve the capital carryforward.
- Traditionally, this request coincides with the adoption of the capital budget.
- To prevent costly delays to ongoing capital projects, the carryforward must be approved before June 30, 2026.

Details of the Capital Carryforward

- State of Good Repair: $377.9M
- New Capital: $52.2
- Total Carryforward: $430.1M



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Recommendation

Staff recommends that the Board approve the capital project carryforward of $430.1M.


METROLINK
Thank you.

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metrolinktrains.com/meeting

ITEM ID:	**2026-231-0**
TRANSMITTAL DATE:	**June 18, 2026**
MEETING DATE:	**June 26, 2026**
TO:	**Board of Directors**
FROM:	**Paul Hubler, Chief Strategy Officer**
SUBJECT:	**June Legislative Update**

Issue

Staff provides a regular monthly update on current legislative affairs.

Recommendation

Receive and file.

Strategic Commitment

This report aligns with the Strategic Business Plan commitments of:

- **Connecting and Leveraging Partnerships:** We will forge new and enhanced relationships with our public and private partners to integrate and coordinate connecting services, providing residents throughout Southern California with better, seamless, sustainable alternatives to driving. This commitment is met by sharing news, information and the Authority's legislative priorities with elected officials.

- **Advancing Key Regional Goals:** We will grow the role of regional rail in addressing climate change, air quality, and other pressing issues by advancing toward zero emissions, making rail a compelling alternative to single-occupant automobiles and advancing equity-focused opportunities for all communities throughout Southern California. This commitment is met by encouraging federal, state and local support for Authority priorities.

Background

Staff continues to engage with community, local, state, and federal stakeholders concerning Metrolink service and relevant policy initiatives.

Discussion

State

Advocacy in Sacramento for State Budget Request

Metrolink CEO Darren Kettle and staff have had numerous meetings with legislative staff and Administration officials to impress upon them the need for state funding to close an anticipated Metrolink Operations budget gap for FY27. To date, letters of support addressed to the Governor and legislative leaders have been provided by Assemblymember Juan Carrillo, Senator Catherine Blakespear and Senator Maria Elena Durazo. The following member agencies and organizations have also provided letters of support: Riverside County Transportation Commission, San Bernardino County Transportation Authority, Ventura County Transportation Commission, San Fernando Valley Council of Governments and San Gabriel Valley Council of Governments. The legislature faces a June 15 deadline to pass an FY27 budget bill.

California Air Resources Board – Cap-and-Invest Program Amendments

On May 29, the California Air Resources Board (CARB) voted 10-3 to approve amendments to the Cap-and-Invest program. The vote followed eight hours of board discussion and a full day of public comment from hundreds of affected stakeholders including transit operators, affordable housing developers, local governments, environmental organizations, health organizations, industry representatives from public utilities and energy sectors, and private individuals. The overwhelming majority of commenters opposed the amendments, including Metrolink, Metro, and transit operators from across the state.

The amendments increase the number of free pollution allowances available to industrial facilities, utilities, refineries, and natural gas suppliers. The state Legislative Analyst's Office estimates this change could reduce Greenhouse Gas Reduction Fund (GGRF) revenue by approximately $2 billion annually, enough to eliminate funding for programs such as the Transit Intercity Rail Capital Program (TIRCP) and Low-Carbon Transit Operations Program (LCTOP), which only receive funding after $2.3 billion is automatically set aside for higher-tier programs. Metrolink has been a significant beneficiary of both programs, receiving $1.2 billion in TIRCP awards and $30.6 million in direct LCTOP allocations over the past decade, including $18.9 million directed toward low-income and student fare programs.

Advocacy from transit operators was a focus at the California Transit Association Spring Legislative Conference in Sacramento in May. Metrolink joined more than 40 transit agencies, in coordination with the California Transit Association, in signing a letter opposing the proposed amendments. Staff will remain engaged in advocating for the state to reprioritize or backfill revenues for the affected transit programs. The amended regulation takes effect September 1, 2026.

Senate Bill 667 (Archuleta) – Update on Amendments

At the February 27, 2026 Board of Directors meeting, an Oppose position on SB 667 was

approved. As introduced, the bill required railroad corporations to install wayside detector systems at specified intervals on California rail tracks used by freight trains, established penalties for violations, and directed the California Public Utilities Commission (CPUC) to enforce those penalties. Metrolink opposed the bill due to concerns that the required detector spacing could force freight trains to operate at significantly reduced speeds, negatively impacting corridor capacity and passenger rail on-time performance and reliability.

On June 4, 2026, the bill was substantially amended and no longer contains the wayside detector installation requirements. The amended bill instead directs the CPUC to conduct, on or before July 1, 2029, a comprehensive review of its existing list of hazardous railroad sites, and requires the annual report to include an evaluation of each listed site to determine whether changes in conditions, operations, or safety data warrant removal, modification, or addition of any site. In light of these amendments, staff will remove Metrolink's Oppose position and actively monitor the bill as it continues to move through the Assembly. It is anticipated that other public and private rail operators who previously joined in opposition will similarly withdraw their opposition.

Federal

Surface Transportation Reauthorization – BUILD America 250
On May 17, 2026, the House Transportation and Infrastructure (T&I) Committee released the long-awaited surface transportation reauthorization bill. Titled the Building Unrivaled Infrastructure and Long-term Development for America's 250th Act — or the "BUILD America 250" Act — the bill (H.R. 8870) covers fiscal years 2027 through 2031 and addresses highways, transit, rail, safety, and the Highway Trust Fund. The T&I Committee passed the bill on May 22, 2026, with significant amendments, including the addition of the Railway Safety Act.

The $580 billion five-year surface transportation bill is funded via $474.4 billion from the Highway Trust Fund (HTF). The remaining roughly $106 billion, which includes all passenger rail funding, is authorized subject to the availability of future appropriations from the General Fund. Unlike the current surface transportation law, the Infrastructure Investment and Jobs Act (IIJA), the BUILD America 250 Act does not include advanced appropriations, meaning passenger rail funding would not be guaranteed and would instead be subject to annual congressional action.

In the Senate, none of the committees of jurisdiction (Environment and Public Works, Commerce, and Finance) have yet produced bill text. Existing authorities for highway and transit programs expire September 30, 2026. If Congress does not pass a new surface transportation authorization bill before that deadline, an extension likely extending into the next Congress following the November election will be required to continue funding these federal programs.

FY 2027 Transportation, Housing and Urban Development (THUD) Appropriations
On June 4, the House Appropriations Committee approved the Fiscal Year 2027 Transportation, Housing and Urban Development (THUD) spending bill by a vote of 34 to 27. The bill provides a total discretionary allocation of $92.2 billion, which is $10.6 billion (10.4%) below the Fiscal Year 2026 enacted level. The bill includes $875 million proposed for transportation needs related to the 2028 Los Angeles Olympics.

The bill also includes $2,629,200 in Community Project Funding for four Metrolink-related projects, including two of our submitted requests and two projects submitted by member agencies.

The four projects included are:

- $679,200 – Metrolink San Bernardino Line Operational Reliability and Safety Improvements *(Rep. Pete Aguilar)*
  Technology upgrades along the San Bernardino Line to improve system operations and passenger real-time information. Includes expanded video surveillance at signal locations, upgraded customer information displays, and track/signal technology to improve rail temperature readings and reduce train delays.
- $250,000 – Metrolink Rail Stations and Crossings Modernization Project *(Rep. Luz Rivas)*
  Modernizes safety and passenger information systems at two commuter rail stations and crossings in the San Fernando Valley. Includes real-time digital display monitors, expanded video surveillance, and smart crossing technology to improve safety, reduce traffic congestion, and enhance rider communications.
- $850,000 – OCTA Irvine Station Metrolink Rehabilitation Project *(Rep. Dave Min)*
  Improvements at the Irvine Metrolink Station to support system reliability, safety, and state of good repair needs.
- $850,000 – RCTC Mead Valley Metrolink Station/Mobility Hub Project *(Rep. Mark Takano)*
  New Metrolink station to serve the fast-growing communities of Mead Valley and Perris, enhancing regional mobility and connectivity.

Next, the House of Representatives will consider the legislation, but floor action has yet to be scheduled. The Senate has not yet scheduled a THUD markup, which will include Congressionally Directed Spending requests.

Prepared by:	Jeffrey Dunn, Director, Government and Community Relations Julie Nieto, Management Analyst II Senator Zavala, Government Relations Grad on Career Track
Approved by:	Paul Hubler, Chief Strategy Officer

Attachment(s)

Appendix A - June 2026 Bill Matrix
Presentation - June Legislative Update

Appendix A: Bill Matrix

Bill Number	Bill Status	Action
State		
CA Assembly		
AB 35 (Alvarez): Would provide for limited CEQA review of an application for a discretionary permit or authorization for a clean hydrogen transportation project by requiring the application to be reviewed through a clean hydrogen environmental assessment and would require the lead agency to determine whether to approve the clean hydrogen environmental assessment and issue a discretionary permit or authorization for the project no later than 270 days after the application for the project is deemed complete.	5/6/26: Referred to Committee on Natural Resources and Water.	Monitor
AB 259 (Rubio): Would extend a sunset by four years to 2030 on a Brown Act provision that allows local government board members to remotely participate in meetings under certain, limited conditions.	6/27/25: In committee: Hearing postponed by committee.	Monitor
AB 810 (Irwin): Would expand on existing law to require special districts, joint powers authorities, or other political subdivisions to maintain an internet website with a ".gov" or ".ca.gov" domain. Special districts, joint powers authorities, or other political subdivisions would have no later than January 1, 2031.	2/2/26: From committee: Filed with the Chief Clerk pursuant to Joint Rule 56.	Monitor
AB 1237 (McKinnor): Ticket sellers: event tickets: transit tickets. This bill would require a ticket seller or a person who resells a ticket to a sporting, musical, theatre, or any other entertainment event located at a venue with a capacity of more than 1,000 persons to also, at the time that a ticket is purchased, give the consumer the option to purchase an all-day ticket from a transit provider that offers service to the venue during the time of the event, as specified.	6/2/25: Re-referred to Committee on Business, Professions & Economic Development and Committee on Transportation.	Monitor

AB 1421 (Wilson): Existing law requires the Chair of the California Transportation Commission to create a Road Usage Charge Technical Advisory Committee in consultation with the Secretary of Transportation to guide the development and evaluation of a pilot program assessing the potential for mileage-based revenue collection as an alternative to the gas tax system. Existing law additionally requires the Transportation Agency, in consultation with the commission, to implement the pilot program, as specified. This bill would extend the operation of the above-described provisions until January 1, 2035.	1/29/26: In Senate. Read first time. To Committee on Rules for assignment.	Monitor
AB 1855 (J. Gonzalez): CEQA, until January 1, 2040, exempts from its requirements certain projects for the improvement, institution, or increase of passenger rail service, including the maintenance, construction, or rehabilitation of stations, terminals, or existing operations facilities, which will be exclusively used by zero-emission trains or certified Tier 4 or cleaner rolling stock or locomotives. This bill would instead eliminate the condition that the public project be exclusively used by zero-emission trains or certified Tier 4 or cleaner rolling stock or locomotives, thereby expanding the scope of the exemption. The bill would require, for purposes of the exemption, the mainline rail of the project, instead of the whole project, to be located entirely within an existing right-of-way or existing highway right-of-way.	2/23/26: Referred to the committee on Natural Resources.	Support
AB 1941 (González): Organized metal theft. This bill would prohibit organized metal theft, described as acting in concert with one or more persons to steal metal materials from one or more of specified materials and items with the intent to sell, exchange, or return those metal materials for value, acting in concert with 2 or more persons to receive, purchase, or possess	6/4/26: From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Committee on Public Safety.	Monitor

those metal materials knowing or believing it to have been stolen, acting as an agent of another to steal those metal materials as part of an organized plan to commit theft, or recruiting, coordinating, organizing, supervising, directing, managing, or financing another to undertake acts of theft of metal. The bill would make a violation of organized metal theft punishable as either a misdemeanor or a felony. The bill would make related findings and declarations and state the intent of the Legislature.		
AB 2074 (Haney): Regional transit hub districts: downtown housing developments. This bill would, by July 1, 2027, require major transit cities to designate one or more regional transit hub districts and prescribe requirements for those districts, including requiring that a district make a downtown housing development an allowable use, as specified. The bill would establish the Downtown Revitalization Loan Fund and continuously appropriate moneys in the fund to the California Housing Finance Agency for the purpose of making loans to applicants to develop downtown housing developments, as specified.	6/1/26: In Senate. Read first time. To Committee on Rules for assignment.	Monitor
AB 2415 (Hoover): Transit-oriented housing developments: alternative plans. Existing law prescribes requirements for these plans, including requiring that the plan not reduce the capacity in any transit-oriented development zone in total units or residential floor area by more than 50%. This bill would provide that a transit-oriented development alternative plan may reduce the capacity in up to one transit-oriented development zone in total units or residential floor area by more than 50% if certain requirements are met.	5/27/26: In Senate. Read first time. To Committee on Rules. for assignment.	Monitor

AB 2576 (Harabedian): Transit-oriented development. Existing law specifies that, beginning on January 1, 2027, a local government that denies a housing development project meeting the requirements referenced above that is located in a high-resource area is presumed to be in violation of specified law and immediately liable for specified penalties. This bill would delay each of those dates, and certain related dates, by one year. The bill would also increase the population threshold for certain requirements to apply to cities, as described above, from 35,000 to 40,000.	5/28/26: From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Committee on Housing.	Monitor
CA Senate		
SB 220 (Allen): Would expand the Los Angeles County Metropolitan Transportation Authority Board of Directors to 18 members, from the current 14 members, by adding the County Executive of the County of Los Angeles and three public members appointed by the County Executive.	2/2/26: Returned to Secretary of Senate pursuant to Joint Rule 62(a).	Monitor
SB 445 (Wilson): This bill would enact the Sustainable Transportation Project Delivery Reform Act. The bill would authorize the secretary to grant a waiver to a local agency, as defined, that is seeking to design and construct a sustainable transportation project, as defined, from any standards, criteria, specifications, requirements, or other conditions of a third party, as defined, applicable to the sustainable transportation project if the secretary determines that granting the waiver will assist the local agency in delivering the sustainable transportation project in a cost-efficient and timely manner.	8/29/25: August 29 hearing: Held in committee and under submission.	Monitor
SB 545 (Cortese): Would commission a study on the extraordinary commercial and residential economic development opportunities along the California High Speed Rail corridor focusing on increased	8/29/25: August 29 hearing: Held in committee and under submission.	Monitor

land value, development incentives and public-private partnerships from Los Angeles to San Francisco.		
SB 667 (Archuleta): Report. This bill would require the commission, on or before July 1, 2029, to review the list of railroad sites and, in the annual report, to include an evaluation of each site on the list and determine whether changes in conditions, operations, or safety data warrant the removal, modification, or addition of any site.	6/3/26: From committee with author's amendments. Read second time and amended. Re-referred to Committee on Utility & Energy.	Monitor
SB 677 (Wiener): This bill would revise the definition of “high-frequency commuter rail” to instead mean a public commuter or intercity rail station with a total of at least 48 passenger trains on average per weekday across all directions, not including temporary service changes of less than one month or unplanned disruptions, and not meeting the standard for very high frequency commuter rail, at any point in the past three years. By increasing the duties of local officials, and by expanding the crime of perjury, this bill would impose a state-mandated local program.	6/8/26: From committee with author's amendments. Read second time and amended. Re-referred to Committee on Housing & Community Development.	Monitor
SB 741 (Blakespear): Low Carbon Transit Operations Program.. The bill would revise and recast the Low Carbon Transit Operations Program (LCTOP); removes the Caltrans guideline adoption requirement; restricts eligible expenditures to bus, rail, or ferry service maintenance or expansion, fare subsidies, and network and fare integration technology improvements; and eliminates the disadvantaged community expenditure requirement.	6/8/26: From committee with author's amendments. Read second time and amended. Re-referred to Committee on Natural Resources	Monitor
SB 935 (Choi): Existing law authorizes a local agency, as defined, with approval of its governing body, to procure design-build contracts for public works projects in excess of $1,000,000, awarding the contract either to the lowest bid or the best value. Existing law, among other requirements for the design-build	6/3/26: From committee: Do pass and re-refer to Committee on Appropriations. with recommendation: To consent calendar. (Ayes 10. Noes 0.) (June 3). Re-referred to	Monitor

procurement process, requires specified information submitted by a design-build entity to be certified under penalty of perjury. These provisions authorizing local agencies to use the design-build procurement process are repealed on January 1, 2031.This bill would repeal the above-described January 1, 2031, repeal date, thereby extending the operation of these provisions indefinitely.	Committee on Appropriations	
SB 1008 (Ochoa Bough): California Environmental Quality Act: exemption: railroad grade crossing closure. Reenacts an exemption from the California Environmental Quality Act (CEQA) for the closure of a railroad grade crossing by order of the Public Utilities Commission (PUC) when the PUC has found the crossing to present a threat to public safety.	5/18/26: Referred to Committee on Natural Resources and Utilities and Energy	Monitor
SB 1019 (Grove): This bill would require the Attorney General to establish the California Cargo Theft Task Force to combat crimes involving the theft, diversion, embezzlement, unlawful taking, or fraudulent acquisition of cargo or freight. The bill would require the task force, among other duties, to investigate, apprehend, and recommend for prosecution, as appropriate, individuals or entities that engage in cargo theft or related offenses.	5/14/26: May 14 hearing: Held in committee and under submission.	Monitor
SB 1136 (Blakespear): This bill require, on or before July 1, 2027, a regional rail operator, as defined, operating within an intercity rail corridor to ensure that its fare systems are fully integrated with the fare systems of the intercity rail operator, and any other regional rail operator, operating in the intercity rail corridor. This bill would require an interagency transfer agreement to require a joint powers board to ensure that service planning is provided for special events, commencing with the 2027-28 fiscal year.	5/14/26: May 14 hearing: Held in committee and under submission.	Monitor

SB 1324 (Blakespear): Passenger and freight rail: LOSSAN Rail Corridor: working group report. This bill would extend the deadline for a report created in SB 1098 (Blakespear), which requires the Secretary of Transportation to convene a working group composed of representatives of certain types of entities, including, among others, metropolitan planning organizations from specified counties. The bill would require the working group to submit consensus recommendations and feedback in a report to the Legislature on or before February 1, 2027, on various topics relating to rail service in the LOSSAN Rail Corridor.	5/11/26: Referred to the committee on Transportation.	Monitor
SB 1375 (Cortese): California Environmental Quality Act: exemption: urban intermodal rail station project. This bill would exempt from CEQA a public urban, intermodal rail station project within a long-urbanized area within the statewide passenger rail network, at which high-capacity light, commuter, and intercity rail services converge that meets specified conditions, including, among other requirements, a requirement for compliance with various environmental laws and for the adoption of a plan for how any displacement from the project will be fully addressed, as provided. Because a lead agency would be required to determine the applicability of this exemption, the bill would impose a state-mandated local program. Provided the station passenger rail service will exclusively use Tier IV or cleaner rolling stock or locomotive engines.	6/1/26: Referred to Committee on Natural Resources.	Monitor
SB 1411 (Stern): Greenhouse Gas Reduction Fund: funding conditions: high-speed rail. This bill would authorize the authority to enter into new funding commitments with the moneys (collected by the State Air Resources Board from the auction or sale of certain allowances as part of a market-based compliance	5/14/26: May 14 hearing: Held in committee and under submission.	Support

mechanism to be deposited into the Greenhouse Gas Reduction Fund) outside of the Merced to Bakersfield segment in any amount for additional activities that maximize the efficiency of delivering the project, as specified. By expanding the purposes for which continuously appropriated moneys may be used, the bill would make an appropriation.		
Federal		
U.S. House of Representatives		
H.R.928 (Deluzio): Railway Safety Act of 2025 - To enhance safety requirements for trains transporting hazardous materials, and for other purposes.	2/4/25: Referred to the Subcommittee on Railroads, Pipelines, and Hazardous Materials	Monitor
H.R.2853 (Joyce): Combating Organized Retail Crime Act. To combat organized crime involving the illegal acquisition of retail goods and cargo for the purpose of selling those illegally obtained goods through physical and online retail marketplaces.	5/13/26: Received in the Senate and Read twice and referred to the Committee on the Judiciary	Support
H.R.3194 (Moolenaar): Amend the Clean Air Act to prohibit State standards relating to the control of emissions from existing locomotives and engines used in locomotives, and for other purposes	5/5/25: Referred to the House Committee on Energy and Commerce.	Monitor
H.R.3449 (Johnson): Stronger Communities through Better Transit Act. Amend title 49, United States Code, to establish a program to provide grants to eligible recipients for eligible operating support costs of public transportation, and for other purposes.	5/16/25: Referred to the House Committee on Transportation and Infrastructure.	Monitor
H.R.3647 (Mullin): Safe Cross Act, Study.—Not later than 1 year after the date of enactment of this Act, the Administrator of the Federal Railroad Administration, acting through the Associate Administrator for Railroad Safety, shall conduct a study to identify any potential benefits and challenges of implementing and using sensors enabled with artificial intelligence at rail crossings as a safety measure to reduce pedestrian and traffic accidents.	5/30/25: Referred to the Subcommittee on Railroads, Pipelines, and Hazardous Materials	Monitor

H.R.4926 (Hageman): Highway Funding Transferability Improvement Act. This bill would amend title 23, United States Code, to provide for increased transferability of Federal-aid highway funds.	8/9/25: Referred to the Subcommittee on Highways and Transit.	Monitor
H.R. 5783 (Pou): State Actions For Employing Transportation Risk Assessments and Crossing Knowledge Strategies Act. The bill would mandate periodic Federal Railroad Administration reports to lawmakers on highway-rail grade crossing safety with details about how states will work with railroads to reduce pedestrian deaths, including suicides, in conjunction with mental health and law enforcement agencies. Such reports would be required every five years.	12/18/25: Referred to the Subcommittee on Railroads, Pipelines, and Hazardous Materials.	Monitor
H.R.6298 (Friedman): Safe and Affordable Transit Act. To amend title 49, United States Code, to provide for grants to certain urbanized areas for operating costs relating to crime prevention and security, and for other purposes.	11/26/25: Referred to the House Committee on Transportation and Infrastructure	Support
H.R. 7748 (Deluzio): Railway Safety Act of 2026. To enhance safety requirements for trains transporting hazardous materials, and for other purposes. The bill introduces comprehensive safety measures for trains carrying hazardous materials, including mandatory real-time tracking of train compositions, enhanced emergency response planning, and stricter speed limits for high-hazard trains. It requires Class I railroads to maintain accurate, accessible data on hazardous materials and establish emergency contact points.	3/3/26: Referred to the Subcommittee on Railroads, Pipelines, and Hazardous Materials	Monitor
U.S. Senate		
S.1218 (Moran): Transportation Assistance for Olympic and World Cup Cities Act of 2025 - provides financial and planning support for cities and organizations hosting international sporting events in the United States, including the Olympics and the FIFA World Cup. Additionally, the bill	4/1/25: Read twice and referred to the Committee on Commerce, Science, and Transportation	Monitor

directs contracting state agencies to develop a growth plan to increase participation of minority- and women-owned businesses in state contracts and subcontracts.		
S.1733 (Cramer): Highway Funding Transferability Improvement Act. To amend title 23, United States Code, to provide for increased transferability of Federal-aid highway funds. Section 126(a) of title 23, United States Code, is amended by striking “50 percent” and inserting “75 percent”.	7/23/25: Committee on Environment and Public Works Senate Subcommittee on Transportation and Infrastructure. Hearings held.	Monitor
S. 2651 (Scott): ROAD to Housing Act of 2025 - To increase the supply of affordable housing in America incorporating the Build More Housing Near Transit Act.	8/1/25: Placed on Senate Legislative Calendar under General Orders. Calendar No. 143.	Monitor
S. 3665 (Duckworth): A bill to prosecute, as a Federal crime, the assault or intimidation of a passenger train crew member in a manner consistent with the prosecution of assault or intimidation of an aircraft crew member.	1/15/26: Read twice and referred to the Committee on Commerce, Science, and Transportation.	Monitor



METROLINK

June Legislative Update

Receive and file.

State

- Advocacy in Sacramento for budget request
- California Air Resources Board Cap-and-Invest Program Amendments



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Federal

- Surface Transportation Reauthorization – BUILD America 250
- FY 2027 Transportation, Housing and Urban Development (THUD) Appropriations





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Thank you.

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ITEM ID:	**2026-255-0**
TRANSMITTAL DATE:	**June 18, 2026**
MEETING DATE:	**June 26, 2026**
TO:	**Board of Directors**
FROM:	**Michelle Pena, Board Clerk**
SUBJECT:	**Approval of Meeting Minutes - May 22, 2026 Regular Board Meeting**

Recommendation

It is recommended that the Board approve the Minutes of the May 22, 2026 Regular Board Meeting.

Prepared by:	Michelle Pena, Board Clerk
Approved by:	Noelia Rodriguez, Chief of Staff Don Del Rio, General Counsel

Attachment(s)

Attachment A - DRAFT 05.22.26 Board of Directors Minutes

METROLINK

metrolinktrains.com/meeting

DRAFT MINUTES OF THE BOARD OF DIRECTORS MEETING

Friday, May 22, 2026

BOARD MEMBERS/ALTERNATES IN ATTENDANCE:

OCTA: (2 votes)	DOUG CHAFFEE *(Chair)* Mark Tettemer
RCTC: (2 votes)	BRIAN BERKSON *(Vice-Chair)* KAREN SPIEGEL Michael Vargas* Linda Molina
VCTC: (1 vote)	TONY TREMBLEY *(2nd Vice-Chair)*
METRO: (4 votes)	KATHRYN BARGER ARA NAJARIAN TIM SANDOVAL Pam O'Connor** Gustavo Camacho
SBCTA: (2 votes)	LARRY McCALLON ALAN D. WAPNER*** Ray Marquez Javier Dutrey

*Director Vargas joined the meeting at 10:20 a.m.
**Director O'Connor joined the meeting at 10:09 a.m.
***Director Wapner joined the meeting at 10:20 a.m.

EX-OFFICIO MEMBERS

SCAG	Marty Simonoff
State of California	Marlon Regisford

STAFF/PRESENTERS:
DARREN KETTLE, Chief Executive Officer
DON O. DEL RIO, General Counsel
NOELIA RODRIGUEZ, Chief of Staff
ALEX BARBER, Assistant Director, Finance
DOROTHEA CANTERO, Senior Contract and Compliance Administrator
SAMANTHA CERDA, Assistant Board Clerk
JEFFREY DUNN, Director, Government and Community Relations
GEOFFREY FORGIONE, Associate General Counsel
JUSTIN FORNELLI, Chief, Program Delivery
DK HA, Rolling Stock Engineering Manager II
HILARY KONCZAL, Chief Safety, Security, and Compliance Officer
MICHELLE PENA, Board Clerk
TOM SCHAMBER, Chief Financial Officer
Christine Wilson, Assistant Director, Finance

Meeting minutes are prepared in a format that corresponds with the Board Meeting Agenda, which is incorporated by reference with these minutes. Board Agendas are available online at www.metrolinktrains.com under the Meetings and Agendas link or from the Board Clerk at (213) 452-0255.

1. Call to Order

The May 22, 2026 Regular Board Meeting was called to order at 10:00 a.m. by Chair Chaffee in the Metro Board Room, One Gateway Plaza, 3rd Floor, Los Angeles, CA 90012.

2. Safety Briefing

Hilary Konczal, Chief Safety, Security, and Compliance Officer conducted the safety briefing.

Chair Chaffee mentioned the emergency evacuation in Garden Grove where tanks were leaking toxic materials.

3. Pledge of Allegiance

Director McCallon led the group in the pledge of allegiance.

4. Roll Call

The Board Clerk called roll and confirmed that a quorum of the Board was present. Directors Nguyen, Go, Engler, Solis, Ohlsen, and Allen were absent.

5. Public Comment

The Board Clerk announced a number of written comments requesting to not cut service were received via Action Network that will be emailed to the Board after the meeting. A written public comment for Item 7.C has been printed out and provided to the directors.

Brett Craig, Pete Sluis, and Eli Lipmen provided public comments.

6. Approval of Consent Calendar Items

ACTION: Upon a single motion by Director Marquez and seconded by Director Tettemer, the Board (11-0) approved Consent Calendar items 11.A-11.G

7. REGULAR CALENDAR

7.A Amended Bylaws to Reflect New Standing Committee

Associate General Counsel Geoffrey Forgione explained at the April 2026 Board meeting, Chair Chaffee proposed to re-establish a single standing committee to address budgetary matters. The proposed establishment of the new standing committee requires conforming amendments to the Authority's Bylaws. The Legal Department has drafted the proposed amendments and presents them to the Board for its consideration. He went over the makeup of the committee and stated the amendments would go into effect June 1.

Chair Chaffee stated he would like to see a different structure; each agency should have the opportunity to select their representative instead of just the officers on the committee. He added the committee itself shall select its own chair.

Director Barger noted in the past, committee meetings would sometimes last ten minutes and she understood the appetite to not move forward with bringing committees back. She appreciated the Chair bringing this forward, stating the success of this new arrangement is going to hinge entirely on early and regular communication and sharing information between authority staff and staff from member agencies. She furthered the onus is going to be on CEO Kettle to ensure that important communication is taking place. She added during LA Metro's discussions regarding the fiscal cliff the recommendation was made to not cut service at all and the Metrolink entity made the decision on their own.

Director Tettemer appreciated the proposed decision to allow the agencies to choose their own representatives but calling it budget committee suggests that it has a shorter shelf life in terms of just a budgetary issue and he preferred to go back to the old committees where the finance committee discussed anything financially related to Metrolink. He questioned if the intent was only for budget discussions and once the budget is adopted if the committee will dissolve again or if it will keep going, and suggested it should be reinstated and continue on.

Mr. Forgione believed the intent was budget-focused but the subject matter jurisdiction of the committee could certainly be altered to make it whatever the Board would like.

Director Sandoval agreed while the budget committee is a step in the right direction, it falls short of a more comprehensive fiscal oversight needed at this time. At Metro's Finance, Budget and Audit Committee meeting there were a number of speakers who voiced their concerns about cutting service and there seems to be some issues with communication as Director Barger mentioned. He suggested there needs to be an audit and finance component and it can't just be focused on the budget. The committees were cut in September of 2025 and the way to address the real existential challenges about the commuter rail system is to bring back a full committee that doesn't just look exclusively at the budget but the system in its entirety. He asked if there is a robust audit of the budget process.

CEO Darren Kettle explained Metrolink does audits and member agencies also have an audit process at the back end so there is a lot of audit activity throughout. He added the agency also has an annual financial statement.

Director Sandoval requested those components be added for consideration.

Chair Chaffee clarified the committee does not make decisions but rather reviews in depth some of the issues and makes recommendations to bring back to the Board. The Board actually acts and should there be a need for an audit it can be recommended but the Board actually makes the decision.

Director Sandoval understood that the committee makes recommendations but these are all interrelated: the finances, the auditing of the budgeting process, everything.

Chair Chaffee opined he didn't know how one could do a budget without looking at the total financial position.

Director Spiegel stated when the committees were dropped there was a little bit of disengagement and the Board needs to be engaged more than one time a month. Speakers are sharing their concerns and Board members are not stepping up to really show they care as they are stewards of this Metrolink system. She explained there's value in conversations and interactions at least twice a month and this is a time where everyone should be stepping up and not stepping back and if Board members don't care they should get off the Board.

Second Vice-Chair Trembley requested clarification of the committee makeup with respect to the current Board officers and Chair Chaffee's request that each agency select its own representative.

Chair Chaffee explained he would like each agency, because it participates in its own budgeting, to have a representative of choice that is not necessarily Chair or Vice-Chair; it might be a different person that the agency would prefer.

Second Vice-Chair Trembley opined the process Chair Chaffee is anticipating lacks a sense of urgency. If the Board adopts this, member agencies need to to turn around and provide those names given their normal meeting schedules back to the Board in 30-60 days. He agreed with Director Spiegel that there needs to be a formal robust approach and he would prefer to go back to the committees from before, the Executive and Audit and Finance committees, both of which were very active and covered the broader scope of what has been discussed. He reiterated his concern with a lack of urgency in establishing this model and asked about the proposed schedule of this committee.

Chair Chaffee clarified if authorized, it did require a change to the bylaws and that's what's before the Board. He envisioned this committee meets monthly, in between the regular Board meetings. He anticipated calling each agency right away to ask their choice to serve on this committee to see itself assembled and then circulating a calendar among those chosen to pick a date that works best. He wanted to get this going sooner but learned there must be a bylaw change as a necessary step in the process. The other committees can be brought back at another Board meeting if additional changes are needed to reinstate them but that's not before the Board today; this item is just for one committee. Regarding the budget issue he is constantly battling with his own agency and an ongoing conversation would be helpful as it gives a little more force to the need for financing. Metrolink doesn't have a dedicated source of funding so it has to go out to each of the five member agencies, each of which is structured a little bit different and then come forward in a joint effort.

Director Najarian requested the subject matter jurisdiction of this committee include not only audit, which many times refers to a look back at processes, but a deep involvement in the budget development process. He noted there have bad forecasts for several years on revenues and ridership and the Board takes information from the consultant at face value. This new committee should be able to get down into the weeds and challenge and understand why the assumptions are being made and how they're being made with input from the member agencies.

Director Sandoval noted the committee would meet in June and it is the tail end of May so the urgency is real. Part of this discussion is really about the proposed cuts from OCTA and LA Metro so he urged tackling this as quickly as possible.

Director Wapner asked if the Chair has the ability to appoint an ad hoc committee for the duration of this particular budget, and whether that would go through a bylaw change.

Mr. Forgione explained the Chair does have the authority to appoint an ad hoc committee but that would be limited to not attaining a quorum.

Director Wapner stated it would be more expedient to call an ad hoc with a limited duration during this particular budget session.

Mr. Forgione clarified it would, but it would be limited by membership because of the quorum requirements so there couldn't be three agencies or six votes on the committee.

Director Wapner furthered an ad hoc can be utilized pursuant to the Brown Act as a committee of the whole.

Mr. Forgione explained under Metrolink's rules, the ad hoc as it's been practiced previously has been limited to not attaining a quorum of the full Board.

General Counsel Don Del Rio added an ad hoc has to be less than a quorum as once a quorum is triggered a standing committee is created, along with a formal Brown Act committee meeting.

Director Wapner explained one could post an ad hoc committee meeting as they would a Brown Act meeting where the committee is considered a committee in its whole which means it very much represents the whole Board. He opined maybe Metrolink's bylaws and rules are more restrictive than state law but he knows that state law allows an ad hoc to meet as a whole, subject to the Brown Act.

Mr. Del Rio stated if the Chair decides to appoint an ad hoc in the interim before the first meeting of the full standing committee, the full standing would meet the second Friday of June which is within the next two or three weeks. In the meantime the Chair has the authority to appoint an ad hoc but it has to be less than a quorum of this Board, which is a requirement under the Authority's bylaws.

Chair Chaffee originally looked at this to be an ad hoc but because of the voting requirements he couldn't get full representation of the agencies.

Vice-Chair Berkson stated the prior committee structure used to be hourlong meetings that were shortened to 45 minutes and as the Chair of the Audit and Finance Committee he felt pressured to get from A to Z in that 45-minute period and didn't get more into the weeds on major issues because there wasn't time. He recommended a committee that is not rushed. Because Metrolink doesn't have dedicated funding when one agency pulls the plug a little bit it has a ripple effect on every other county so to get into the budget process where directors can understand what other counties are thinking ahead of time and understand the struggles to come up with solutions is a good starting point. He respected the decision that the five member agencies can appoint a member but he suggested going with the original plan of the original Executive Committee with the clause that any member agency can swap out a member at its will so the first meeting is ready to go. He requested clarity on the meeting structure.

Chair Chaffee agreed with the suggestion to start with the Executive Committee structure with the ability for the agency to choose someone else along the line.

Mr. Forgione stated this structure can be done along with a clause that says unless and until a member agency designates a different representative.

Chair Chaffee agreed that would get the committee started right away. The meeting time still needed to be considered, along with whether a quorum needs to present or if it could be via Zoom.

Mr. Forgione explained it was envisioned to be a virtual meeting which would be subject to Brown Act rules.

Mr. Del Rio furthered the Board would follow the Brown Act traditional teleconferencing requirements which means every director would provide the Board Clerk their remote location and it would appear on the agenda. In response to a follow-up question regarding public comment, he explained the Board Clerk would designate a central location where the meeting would be administered where staff would participate and the public could participate from that location in addition to the directors' remote locations.

Director Camacho recommended looking at issues with forecasting and lack of reserves. Regardless of what this committee is called and how it is structured, the committee needs to get into the weeds and do an internal audit.

Director Spiegel opined right now it's not a challenge of mishandling money, but keeping on top of finances means there is less opportunity for things to go wrong. One agency cutting funding is one piece of the whole puzzle; there are more issues to look at. She recommended the Board be more open to hearing ideas from constituents and look into the future because service cuts are the first nail in the coffin. The Board needs to figure out what is best for the system as a whole and for long term and dig into the weeds and not have a cut off time of 45 minutes for the committees. As far as the structure, the organization has already determined the succession as far as the lineage of the Chair so maybe getting those other committees back will allow everyone to have a part rather than just one single person representing each member agency.

Director McCallon replied to Director Spiegel that the agencies have already decided who should represent them on this Board and the members of this committee need to be representatives from this Board. He caucused with Director Wapner and decided that he will be the representative and surely the rest of the Board members can do that to get this committee started.

Director Barger felt that staff needs to step up and do their job as the Board is reacting to what is brought to them. LA Metro needs to work more collaboratively with Metrolink but Metrolink needs to work more collaboratively and transparently with LA Metro. She added the Board shouldn't have to micromanage.

Chair Chaffee concluded starting the committee with this structure is fine and he won't be here next year so he would like to have someone more long-term in his place. He selected Vice-Chair Berkson's suggestion to start the committee with regular Executive Committee representation but allow a substitution along the way.

Mr. Forgione clarified to avoid having to come back next month to approve the bylaws and lose a month the Board could pass the item and the committee could become effective June 1st. The new Budget, Audit, and Finance Committee, with plenary jurisdiction, has jurisdiction over any matter that could be considered by the full Board. It starts with the Executive Committee membership with a caveat that says unless a member agency designates otherwise in terms of membership.

Chair Chaffee agreed with Mr. Forgione's overview. As to additional committees he noted the Board may want to talk about it at the next meeting and reestablishing other committees like Director Spiegel is suggesting, is not agendized for today.

Director Spiegel requested it be agendized for the next meeting.

ACTION: Upon a single motion by Vice-Chair Berkson and seconded by Director Tettemer, the Board (11-0) adopted the amended bylaws to re-establish a single standing committee.

There is no budget impact to the adoption of the Amended Bylaws.

7.B FY 2026-27 Metrolink Capital Budget - Request to Transmit

Ms. Wilson explained under the terms of the Joint Exercise of Powers Agreement (JPA), the Authority is required to adopt a budget for the succeeding fiscal year no later than June 30th of each year. This year, staff is bifurcating the Operating and Capital portions of the Proposed FY27 Budget and has requested a continuing appropriation resolution for the Operating Budget and is requesting approval of a separate transmittal of the FY27 State of Good Repair/New Capital Projects Budget. She went over the proposed State of Good Repair and Capital Budget for FY27.

Director Barger asked how much opportunity was afforded to member agency staff or the MAAC to review what is before the Board.

Ms. Wilson stated it was sent out last week, which was as soon as it was completed.

Director Barger asked if it is typically normal procedure for this to be discussed at the MAAC as she felt was this was rushed through and they didn't get an opportunity to meet and talk about it.

Mr. Kettle explained this is somewhat of an unprecedented action in that the agency is bifurcating the capital and the operating budgets. Deep into the discussion of the operating budget at the last Board meeting there was a request to move forward with the capital budget, so in response to this Board's request, staff bifurcated the capital budget so it has not seen its normal level of vetting.

Director Barger asked given the challenges, wouldn't the agency want to be more transparent and have it go through MAAC.

Mr. Kettle clarified it is not a lack of wanting to be transparent; this action is transmitting the capital budget to the member agencies and if it gets to the point of inadequate vetting with the member agencies then it will be adopted at a later Board meeting beyond June. If it rolls into the month of July for approval that is something that can be accommodated.

Director Barger stated LA Metro has expressed concern this did not have the opportunity to go through MAAC.

Mr. Kettle explained the MAAC usually meets the first week of the month and when the Board requested advancing the capital budget the MAAC meeting was already agendized so this is a very compressed timeline.

Director Barger asked if Metrolink communicates with member agency executive staff like the CEO on matters like this so the Board doesn't find out that it bypassed MAAC.

Mr. Kettle confirmed there is a lot of communication with all the member agency executives. He reiterated staff agreed to bifurcate the capital budget but he wasn't certain if it was communicated whether it was going to make it to the MAAC.

Director Barger asked if it would have a negative impact it this was delayed a month so the MAAC could convene on it.

Mr. Kettle confirmed it does not impact service and there may be process things to deal with like the public hearing notice and he did not see a negative impact.

Ms. Wilson explained the budget can't be approved until the member agencies approve it and they usually have it for a two-month period so there is still time to approve it and get it to the MAAC and member agencies for review and changes.

Director McCallon expressed similar concerns if this moves forward as SBCTA's Board doesn't meet until June and would have to come back in July for approval. Because it hasn't gone through the MAAC, June is not going to happen as far as the Metrolink Board approving it. He agreed it should be sent back to the MAAC or to the member agencies.

Darren clarified this will go to the MAAC and the nature of this item was a transmittal and then another month until adoption but it will be agendized as a formal item at the next MAAC meeting.

ACTION: Upon a single motion by Director Barger and seconded by Director McCallon, the Board (11-0) continued this item to the next meeting.

7.C Proposed FY2026-27 (FY27) Arrow Service Budget - Request to Transmit

Ms. Wilson explained Arrow service provides Diesel Multiple Unit (DMU) transportation over a 9-mile rail corridor from San Bernardino-Downtown to Redlands-University. An approved budget is required to provide funding for this service for FY27. This service is funded solely by SBCTA. She went over the FY27 operating budget assumptions.

Director McCallon stated as with previous comments, the SBCTA Board meeting isn't until June. It will be July if not later. He did not think it needed to be continued since it's totally funded by SBCTA but clarified it will not be back to the Metrolink Board until July at the earliest.

Mr. Kettle explained the fiscal year ends June 30 and staff did not take action on a continuing resolution that authorizes ongoing spending into the next fiscal year for Arrow. Staff may very well be able to take an action adopting the Metrolink version of the Arrow budget pending action on the part of SBCTA but he will work with SBCTA staff to figure out how to get this into alignment for budget authorization to pay bills in July.

Director Marquez received confirmation that the reference to DMUs also includes ZEMUs.

ACTION: Upon a single motion by Director McCallon and seconded by Director Barger, the Board (11-0) approved transmittal of the FY2026-2027 Budget for Arrow Services to the San Bernardino County Transportation Authority (SBCTA) for their review and adoption.

Transmission of the FY27 Arrow Budget will have no effect on the Metrolink Operating Budget.

7.D Forecast of Financial Results for FY26 through June 30, 2026

Ms. Wilson presented a forecast to provide the estimated financial results at year end. She went over the operating revenue, expenses, member agencies support, and which categories were below budget.

Mr. Kettle called attention to member agency support and the recent discussion of surplus and explained this is a year-end financial outlook for this fiscal year which includes a surplus of $5.1M or 1.8% that would be "returned" back to member agencies. For the purposes of the operating budget staff will have budgeted this year within 1.8% of what this Board adopted for the budget.

Ms. Wilson went over the variance of budget and total operating surplus for the past three years and Arrow forecasted financial results.

Director Najarian noted the point Mr. Kettle made, and his issue with the fact that the surplus can't be used for the following year. LA Metro isn't dying for that money to come back since they have budgeted the money so there needs to be some kind of protocol or agreement that it needs to be returned and there is no reason the surplus can't be moved over into the next fiscal year to cover the proposed Metro cut.

Mr. Kettle explained based on the agency's records of surplus dollars, there is somewhere around $6M from LA Metro in Metrolink's account. Around $20M has been sent back to Metro over the past six years that has been requested be returned so surplus dollars are treated different ways.

Director Spiegel asked if it was something contractual or in the JPA that the surplus had to be returned.

Mr. Del Rio clarified there is no such thing in the JPA but the former CEO put in place a Board-approved policy that designated how she wanted to use those funds.

Director Spiegel asked why Metrolink sends the money back.

Mr. Kettle replied it is because Metrolink has a request from the member agencies for their allocations to be returned.

Director Spiegel opined Board members need to go back to their CEOs and find out why member agencies are asking for it back.

Director Sandoval voiced concerns with KPMG/Sperry who created the forecast and were off considerably so if staff knows there is an anticipated deficit why is Metrolink required to give back the dollars to the member agencies if they are needed for the next fiscal year.

Mr. Kettle stated a surplus can be retained for purposes of budgeting for a future year and does relieve some of the pressure but it has been the request of member agencies in most cases for it to be returned.

Director McCallon warned against the agency inflating the budget to generate a huge surplus to keep hold of for the following year and there needs to be some control over that amount.

Vice-Chair Berkson asked the reason for surplus and if it has to do with annulled trains d and crew and fuel savings.

Mr. Kettle explained there are a variety of factors such as vacancies at the agency, fuel cost savings, or insurance which is budgeted for well in advance. He added historically staff was budgeted at 100% of the salary range which created a cushion that needed to be rectified so it is reduced to 90%. In response to a question from Director Barger he clarified staff generally aims to be within 5% of the operating budget and this is going to be lower.

Director Barger asked if 5% is what is usually forecasted for, how is a 3% proposed reduction by LA Metro catastrophic. She agreed with Director Najarian and she will talk to Metro's CEO about rolling funds over.

Mr. Kettle stated the member agency reductions are a third of the overall financial challenges and the 1.8% equated to $5M but LA Metro's 3% reduction is $4.2M because Metro's contributions are so great.

Ms. Wilson added the 2027 budget went up higher so the 3% cut is from the FY26 budget numbers.

Director Barger recommended looking at carryover and discuss how to prevent the type of situation with OCTA and Metro from reoccurring because Metrolink's budget is hand-to-mouth.

The Board received and filed this item.

7.E Amendment to Contract No. SP594-23 with San Bernardino County Sheriff's Department

Mr. Konczal explained an amendment is needed to Contract No. SP594-23 with San Bernardino County Sheriff's Department (SBSD) to extend the period of performance of the contract by one year and increase contract authority to continue law enforcement services on Metrolink and Arrow trains within San Bernardino County. The current contract end date is June 30, 2026, which falls in the middle of the FIFA World Cup Games. Onboarding a new law enforcement contractor during this time would be logistically impossible.

Second Vice-Chair Trembley asked if the portion of the contract amendment attributable to FIFA security has been quantified.

Mr. Konczal stated he has not received any additional officers through the FIFA organization for San Bernardino and is utilizing the current staff and will redeploy them based on ridership volumes and security risks. Staff will track those expenses.

Second Vice-Chair Trembley asked if staff knows what the amount of that differential is going to be.

Mr. Konczal reiterated staff would track it but he doesn't know the amount today.

Second Vice-Chair Trembley asked if there have been any outside funds, federal, state, or from FIFA for event-related security.

Mr. Konczal confirmed Metrolink did receive $150,000 for additional security officers and some barricades from the FIFA organization through Los Angeles Sports & Entertainment Commission (LASEC).

Mr. Kettle added on the Los Angeles side LASEC has funded LA County Sheriffs to the tune of 30 deputies devoted to the Metrolink system. There is a separate bucket amount that staff will use to fund some private security.

Second Vice-Chair Trembley requested a report back to the Board at some point outlining those costs and he does not want the agencies to be left holding the bag.

ACTION: Upon a single motion by Director McCallon and seconded by Vice-Chair Berkson, the Board (11-0) authorized the Chief Executive Officer (CEO) to amend Contract No. SP594-23 to incorporate San Bernardino County Sheriff Department's FY26 salary increase. The amendment also will extend the Contract's period of performance through June 30, 2027, and increase the contract authority to a total not-to-exceed amount of $16,347,995.

The contract authority requested in the amount of $5,002,696 includes $443,427 which is part of the FY26 budget and $4,559,269 which is contingent upon the adoption of the Proposed FY27 Operating Budget.

7.F Contract No. SP545-22 Law Enforcement Services for Metrolink - Exercise Option 2 and Increase Contract Authority - Los Angeles County Sheriff's Department

Mr. Konczal requested additional contract authority to continue law enforcement services through June 30, 2027. This contract extension is requested to ensure continuity of operations through the upcoming 2026 FIFA World Cup. The LASD Metrolink Bureau is leading the efforts in coordinating law enforcement response for this event.

Director Tettemer asked if these contracts are scalable and if these contracts can be modified if there is potential for a service reduction.

Mr. Konczal stated when Metrolink increased service more officers were not requested so staffing levels are the same pre- and post-COVID. Crime has been reduced down 51% over the last year but the contracts are scalable and if service is cut, staff can look at redeployment if there are any reductions that can be taken with law enforcement. He added there is a requirement to patrol and secure the right-of-way with regards to trespassers and deputies do fare enforcement regardless of service.

Second Vice-Chair Trembley asked with respect to this particular agreement if the portion of the amendment attributable to the FIFA event has been quantified.

Mr. Konczal confirmed in their normal course of duties staff has been attending FIFA meetings and coordinating with LA Metro and attending meetings with other stakeholders but it hasn't been quantified yet.

Second Vice-Chair Trembley asked if the amount referenced in the previous item was intended to cover the anticipated security costs.

Mk. Kettle affirmed they have funded 30 deputies for World Cup activity and will be able to augment with around $160,000 that was received separately for private security.

Second Vice-Chair Trembley requested the ad hoc Olympic Committee reconvene and receive information if there will there be separate contracts with the security agencies relative to Olympics security. He asked how soon until that contract is ultimately before this Board and he hoped that information can come back to the ad hoc committee at the soonest.

ACTION: Upon a single motion by Director Barger and seconded by Second Vice-Chair Trembley, the Board (11-0) authorized the Chief Executive Officer to amend Contract No. SP545-22 with the Los Angeles County Sheriff's Department (LASD) for Law Enforcement Services to exercise Option 2 through June 30, 2027, and increase the contract authority in the amount of $4,333,986 for FY27. This will increase the total contract authority from $53,816,490 to $58,150,476.

The amounts for which contract authority is requested are included in, and are contingent upon, the adoption of the Proposed FY27 Operating Budget.

7.G Contract No. EP247-26 - Oxnard Accident Car and Out-Of-Service Car Rehabilitation - Recommendation to Award - SYSTRA Canada

Rolling Stock Engineering Manager II DK Ha stated the Authority intends to rehabilitate 19 coach and cab railcars that are currently out-of-service. Four of the cars were heavily damaged in February 2015 in a collision with a truck that resulted in the cars derailing. The other 15 cars are out-of-service due to multiple components that are obsolete, damages due to accidents, or vandalism. The purpose of this project is to rehabilitate the cars and return them to revenue service as soon as possible.

Director Wapner asked about the timing on the repairs and when Metrolink will get the cars back.

Mr. Ha stated on the current schedule all 19 cars can be returned into service by March 2028. He confirmed they will be returned as they are completed.

Director Spiegel noted March of 2028 is not going to help the current mechanical issues.

Mr. Kettle agreed but shared there have been vast improvements over the last 3-4 months related to equipment with Alstom's extra staffing and the effort to get parts and materials.

Second Vice-Chair Trembley asked about the mention that the project was 100% funded by the FTA in the staff report.

Mr. Ha stated there are two funding sources: member agency funds and settlement funds.

Chief of Program Delivery Justin Fornelli clarified there is an inaccurate statement in the report and the funding for this program is both settlement funds from the Oxnard accident and State of Good Repair funds as part of the capital budget which is funded through the FTA.

Second Vice-Chair Trembley noted there is only one bidder and asked if any bid protests will be received.

Senior Contract and Compliance Administrator Dorothea Cantero explained at this time there is no bid protest and there were letters submitted for no bid from other vendors.

Director Sandoval asked how much a brand-new rail and cab car costs.

Mr. Ha stated a brand-new purchase is roughly around $3.7M per car.

ACTION: Upon a single motion by Second Vice-Chair Trembley and seconded by Director McCallon, the Board (11-0) authorized the Chief Executive Officer to award Contract No. EP247-26 for Oxnard Accident Car and Out-Of-Service Car Rehabilitation, to SYSTRA Canada in the not-to-exceed amount of $21,021,924.16. This amount is to rehabilitate up to 19 railcars that are currently long-term out-of-service due to sever accidents, obsolete parts, and/or degraded conditions from long out-of-service dwell times. The award is subject to resolution of any timely filed protests.

The contract amount of $21,021,924.16 for this project is included in the FY23 and FY25 Capital Budgets adopted by the SCRRA Board of Directors as well as reprogrammable capital budget for this specific project.

7.H FY2025-26 Quarterly Fuel Purchase Program Update - Quarter Ending March 31, 2026

Assistant Finance Director Alex Barber provided an update on the Authority's Fuel Purchase Program for the quarter ended March 31, 2025. As of March 31, 2026 the Authority's hedging account had a value of $4,556,831, an increase of $2,182,218 from December 31, 2025. He explained with regard to global events affecting fuel prices, Metrolink is currently hedged out to November and is seeing benefits to those hedging contracts.

Chair Chaffee asked if the increased fuel prices have led to an increase in ridership.

Mr. Kettle stated it has been negligible.

Director Marquez asked if hedging the fuel has been worth the time and effort over the years.

Mr. Barber explained over the last six months staff has seen the gains from the fuel hedge have been extraordinary and are helping offset the price at the pump for a gallon of gas. When looking at the fuel hedge program, along with the purchasing of fuel, those two processes should really net to zero so as the fuel hedge is gaining money Metrolink is also paying more for the price of fuel so at the end of the day those two things should offset and remain flat.

The Board received and filed this item.

7.I May Legislative Update

Government and Community Relations Director Jeff Dunn provided a monthly update on current legislative affairs. Staff participated in the annual CTA legislative conference in Sacramento and held meetings with senate and assembly offices of the Metrolink delegation to champion the agency's funding request. He provided an update on the May revise and CARB's draft auction market rules. He went over the Build America 250 Act and T-HUD appropriations.

Director Spiegel asked about counties or commissions sending letters to support Metrolink by chiming in.

Mr. Dunn confirmed there have been a few letters of support submitted by Board members and the template can be sent back out.

8. Chief Executive Officer's Report

Mr. Kettle shared Metrolink partnered with Bleecker Street Productions for a train wrap to advertise for an upcoming film. He touched on awards the agency received from SCAG and the California Transportation Foundation and a successful Bike Day. He announced the contactless payment pilot will launch in June on the San Bernardino line. He shared there will be special service for the World Cup and Deputy Chief Operating Officer Luis Carrasquero was recognized as one of *Progressive Railroading*'s 2026 Rising Stars. Mr. Kettle concluded with an update on the mechanical issues and shared the agency has made great progress on equipment reliability. He announced the June meeting will be moved up to 9:00 due to the LA Union Station Fan Fest.

Director Wapner noted when his train was running an hour late that they were allowing folks to ride for free and asked if it is typical.

Mr. Kettle stated it is not typical and though nice, Metrolink needs fare revenue.

9. Board Members' Comments – None.

10. Chair's Comments

Chair Chaffee requested staff get the new virtual committee meeting set up as quickly as possible.

11. CONSENT CALENDAR

11.A Approval of Meeting Minutes - April 24, 2026 Regular Board Meeting

The Board (11-0) approved the Minutes of the April 24, 2026 Regular Board Meeting.

11.B State Rail Assistance (SRA) Program Resolution

The State of California's State Rail Assistance (SRA) Program requires that the Board adopt a resolution, provide required certifications and assurances, and delegate authority for execution of any actions necessary under this grant in order to receive SRA funds.

The Board (11-0) adopted Resolution No. 26-150 Authorization for the Execution of the Resolution, Certifications and Assurances, and Authorized Agent Forms for the State Rail Assistance (SRA) Program to support the Fuel Efficiency and Maintenance Modernization Project.

11.C Contract No. PO1046-26 - Railroad Track Materials - Recommendation to Award - Voestalpine Railway Systems Nortrak LLC

The Authority requires track materials such as frogs, transition rail, and samson stock rail to support the continued maintenance and rehabilitation of its right-of-way system.

The Board (11-0) authorized the Chief Executive Officer to award Contract No. PO1046-26 for the provision of Railroad Track Materials to Voestalpine Railway Systems Nortrak LLC in a not- to-exceed amount of $5,050,071 (including $351,232.58 to cover sales taxes) for a base term of two years, with a single one-year renewal option. The option may be exercised at the discretion of the CEO. This award is subject to the resolution of any timely submitted protest.

The amount for which contract authority is requested is included in the proposed operating budget for FY27. Any use of these funds will be contingent upon the adoption of that budget. Funding for subsequent fiscal years will be requested through the annual budget process.

11.D Contract C3169-26 - Train Wash Upgrade Project - Recommendation to Award - N/S Corporation

The Authority requires repairs and upgrades to the Train Wash equipment at the Metrolink Central Maintenance Facility (CMF). The existing Train Wash system is not functioning properly and is currently not recycling water. As a result, it must be replaced to ensure safety, operational reliability, and sustainability.

The Board (11-0) authorized the Chief Executive Officer to award Contract No. C3169-26 for Train Wash Upgrade Project to the lowest responsive and responsible bidder, N/S Corporation, in the amount of $769,117.59 plus 10% contingency of $76,911.76 for a total not-to-exceed amount of $846,029.35.

The amounts for which contract authority is requesting are included in the adopted Capital Budget for FY2021 ($846,029.35), consisting of the bid amount of $769,117.59 plus 10% contingency of $76,911.76.

11.E FY2025- 26 Preliminary Quarterly Accounts Receivable Status Report - Quarter Ended March 31, 2026

This report presents an update on the Authority's Accounts Receivable for the quarter ended March 31, 2026. The report covers outstanding receivables, unbilled balances, and provides a status related to billing and collection efforts.

The Board received and filed this report.

11.F FY2025-26 Preliminary Quarterly Investment Report - Quarter Ended March 31, 2026

The Authority's Annual Investment Policy requires the Treasurer to make a quarterly investment report to the Board of Directors. Section 53646 of the California Government Code encourages local agencies to file this report and provides requirements for report content and disclosures. This report is for the quarter ended March 31, 2026, and contains estimated information published prior to the conclusion of the Authority's fiscal year close and is subject to adjustment.

The Board received and filed this report.

11.G FY2025-26 Working Capital Fund Report, Quarter Ending March 31, 2026

SCRRA Working Capital Fund Policy - FIN 9.7, as well as executed Member Agency MOUs related thereto, require quarterly reporting of Working Capital Fund (WCF) activity to the SCRRA Board of Directors. This quarterly report and accompanying attachments provide the following information:

1. Summary and project-level detail for WCF advances and repayments;
2. WCF interest income received; and
3. Reconciliation of beginning and ending quarterly WCF balances.

The Board received and filed this report.

12. ADJOURNMENT

There being no further business for consideration by the Board, the meeting was adjourned in honor of Memorial Day at 12:17 p.m.

Prepared by,



Michelle Peña
Board Clerk

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ITEM ID:	**2026-222-0**
TRANSMITTAL DATE:	**June 18, 2026**
MEETING DATE:	**June 26, 2026**
TO:	**Board of Directors**
FROM:	**Rod Bailey, Interim Chief Operating Officer**
SUBJECT:	**Contract No. MS289-22 - Track and Signal Infrastructure Maintenance and Support Services - Herzog Contracting Corporation - Increase Contract Authority for Base Maintenance Services for FY26-27**

Issue

Contract authority for Base Maintenance services for the contract performance period (FY26-FY27) is required to provide inspection, testing, reporting, and maintenance for track, structures and right-of-way and maintenance of wayside Train Control, Communications, Signals Systems to stay in compliance with Federal Railroad Administration (FRA) regulations as well as to support capital, rehabilitation, and third-party external projects.

Recommendation

It is recommended that the Board authorize the Chief Executive Officer to approve the base maintenance contract authority for Contract No. MS289-22 for Track and Signal Infrastructure Maintenance and Support Services with Herzog Contracting Corp in a not-to-exceed amount of $49,508,107.82 for FY26-27.

Strategic Commitment

This report aligns with the Strategic Business Plan commitments of:

- **Safety is Foundational:** We will stay on the leading edge by deploying new technologies and processes to enhance the safety and security of our riders, our fellow employees, and the communities we serve. Contract MS289-22 ensures frequent and required inspection and maintenance of the Authority's track and signal infrastructure to ensure it is in a state of good repair. Best practice industry processes and technologies

for the inspection, repair and associate support services have been adopted to ensure that the track and signal infrastructure allows trains to operate safely and efficiently as practical.

- **Modernizing Business Practices:** We will improve our operational efficiency through transparency, objective metrics and streamlined governance, reducing over-reliance on subsidy while bringing our system into a state of good repair and investing in the development of our employees. Operational efficiencies for both the Contractor as well as the Authority has been streamlined as a result of this bundled track and signal contract with enhanced controls and contract oversight.

Background

On February 26, 2021, the Board awarded Contract No. MS289-22 – Track and Signal Infrastructure Maintenance and Support Services to Herzog Contracting Corp (Herzog) for a base period of five years (July 1, 2021, to June 30, 2026) with a single three-year option (July 1, 2026, to June 30, 2029).

This contract ensures the railroad infrastructure is inspected and maintained in accordance with FRA rules and regulations, CPUC requirements, and Authority standards. In addition, it provides support for capital, rehabilitation, and third-party projects, support for Track and Signal Maintenance, as well as emergency response or other operational incidences occurring on the railroad right-of-way. This contract also includes provisions to perform and support other project work through the Work Directives process.

On June 25, 2021, the Board approved the contract funding authorization for the On-Call Work Directives for the full five-year base term of the contract in an amount not-to-exceed $45,000,000. Work Directives are funded via New Capital, Rehabilitation and third-party projects that could span multiple years and would only be authorized once funding is approved and available through their own budgetary constraints and controls that are outside of the Annual Operating Budget. Herzog will be authorized to work on such projects through the Work Directive process. On September 26, 2025, the Board authorized the exercise of the three-year option and increase the total contract authority amount for Work Directives to $177,270,996 for the remainder of the performance period.

Discussion

Herzog, under Base Services, performs Track and Signal Infrastructure Maintenance in a safe, reliable, affordable, efficient, customer-centric manner and in conformance with the Contract requirements. The Base Maintenance Services include the inspection, testing, reporting, management, replacement and repairs of the track and signal infrastructure on the Authority's maintained Service Property in accordance with the requirements of the Contract No. MS289- 22 Agreement and Scope of Services.

The contract specifies that Herzog shall submit an annual budget based on Track and Signal Infrastructure Maintenance criteria via a proposed service plan provided by the Authority. The proposed FY2026-27 operating budget for Contract No. MS289-22 consists of:

- SCRRA property other than Arrow Service: $48,001,167.17

- Arrow Service: $1,506,940.65
- Total: $49,508,107.82

Budget Impact

The amounts for which base maintenance annual contract authority is requested are included in, and are contingent upon, the adoption of the Proposed FY27 Operating Budget and the FY27 Arrow Budget. Funding for subsequent years will be requested through the annual budget or an equivalent process. There is no financial commitment with respect to subsequent years, and work will be authorized only if funding is approved.

Next Steps

Upon approval of this request and adoption of the FY2026-27 Operating Budget, staff will issue a Notice to Proceed for the FY2026-27 service plan and for the approved annual authority under the provisions of this contract.

Prepared by:	Tim Morehead, Director, Track & Signal Infrastructure Maintenance
Approved by:	Rod Bailey, Interim Chief Operating Officer

Attachment(s)

Presentation - FY26-27 Annual Contract Funding Authorization - Contract No. MS289-22



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Contract No. MS289-22 – Track and Signal Infrastructure Maintenance and Support Services – Base Maintenance Contract Funding Authorization – Herzog Contracting Corp



FY2026-27 Base Maintenance Services and Cost

Base Maintenance Services includes the inspection, testing, reporting, management, replacement and repairs of the track and signal infrastructure on the Authority's maintained Service Property.

The proposed FY2026-27 operating budget consists of:

Base Maintenance Services	Amount
SCRRA Property other than Arrow Service	$48,001,940.17
Arrow Service	$1,506,940.65
Total	**$49,508,107.82**

Recommendation

It is recommended that the Board authorize the Chief Executive Officer to Approve Base maintenance contract authority for a not-to-exceed amount of $49,508,107.82 for FY26-27



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Thank you.

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ITEM ID:	**2026-204-0**
TRANSMITTAL DATE:	**June 18, 2026**
MEETING DATE:	**June 26, 2026**
TO:	**Board of Directors**
FROM:	**Lisa Bahr, Chief Customer Experience Officer**
SUBJECT:	**Contract No. SP655-27 - Printing Services - Recommendation to Award - Eclipse Printing dba James Litho**

Issue

The Authority requires a full-service print services vendor to provide pre-press, printing, packing and distribution services in support of marketing collateral, train schedules and signage initiatives. The selected vendor will assist Metrolink in achieving its marketing objectives to increase ridership, reinforce the brand, and provide essential and timely train information to customers and key audiences.

Recommendation

It is recommended that the Board authorize the Chief Executive Officer to award Contract No. SP655-27 to Eclipse Printing dba James Litho to provide Printing Services for a base term of three years with two one-year options. Options will be exercised at the discretion of the Authority's CEO, and subject to funding availability. The requested total not-to-exceed contract authority is $750,000 for the three-year base period plus $250,000 for each one-year option, for a total of $1,250,000. This award is subject to the resolution of any timely filed protest.

Strategic Commitment

This report aligns with the Strategic Business Plan commitment of:

- **Customers Are Our Business**: We respect and value our customers, putting them at the heart of all we do, and work hard to attract and retain new customers by understanding their needs and finding new and innovative ways to bring them on board. This contract will provide full service printing support in our efforts to communicate directly with the rider community and potential riders via the print medium.

Background

Metrolink's current contract for printing services is set to expire on June 30, 2026. To continue this critical work without interruption, the Authority issued RFP No. SP655-27 to select a new partner. The scope includes full-scale printing, pre-press, bindery, job packing and distribution to multiple outlets.

This contract will replace the existing bench contract and streamline printing coordination under a single vendor partner to improve planning efficiency, vendor communication and project output consistency.

The requested contract authority provides the Authority with the flexibility to support future marketing and scheduling initiatives that may be funded by grants, Member Agencies, or other third parties. This includes potential campaigns for special trains, fare discount programs, or corporate partners. While the contract authorization establishes an upper limit, actual expenditures will continue to be governed by the Authority's annually approved marketing budget. This approach ensures the Authority is prepared to respond quickly to emerging opportunities without requiring additional Board action.

Discussion

On March 12, 2026, the Authority released a Request for Proposal (RFP) for Printing Services for a contract term of three years with two one-year options. The solicitation was published in the five member counties, as well as posted on the Authority's online procurement module. Notices were also emailed to firms registered on the Authority's online procurement module. A total of 269 vendors were notified, and 37 downloaded the solicitation. On March 18, 2026, the Pre-Proposal Conference was held, with five in attendance, representing four suppliers. There were no questions received during the Q&A period. Three proposals and a cover letter were received by the due date of April 16, 2026.

Proposals were independently reviewed by two Senior Contract & Compliance Administrators to determine responsiveness. Three of the four responders were found responsive and moved on to the evaluation phase.

Proposals were evaluated in accordance with the Authority's procurement policies and procedures. A Technical Evaluation Committee, consisting of three Authority staff members, reviewed and scored the technical proposals with all three suppliers meeting the minimum technical score of 52.2 or greater, per the RFP requirements.

Price scores were calculated based on the advertised calculation formula to form the final scores as follows:

Firm Name	Technical Score (75 max)	Price Score (25 max)	Total Score
Eclipse Printing dba James Litho	**69.00**	**25.00**	**94.00**
Kreate Ink, Corporation	60.00	18.93	78.93
Precision Offset, Inc	61.33	17.84	79.17

Staff recommends a contract be awarded to the highest-ranked proposer, Eclipse Printing dba James Litho, to provide Printing Services on an as-needed basis.

Budget Impact

Funding for the first year of this contract is included in the proposed Fiscal Year 2026-27 Marketing Budget and is contingent upon its adoption by the Authority Board. Funding for subsequent years will be requested through the annual budget process. There is no financial commitment with respect to future years; work will only proceed if funding is approved.

Next Steps

Upon the Board's approval of this award, Staff will execute a contract and issue a Notice to Proceed to Eclipse Printing dba James Litho.

Prepared by:	Thomas White, Manager I, Creative Projects, Marketing Tammi Phillips, Senior Contract & Compliance Administrator, Contracts & Procurement
Approved by:	Lisa Bahr, Chief Customer Experience Officer

Attachment(s)

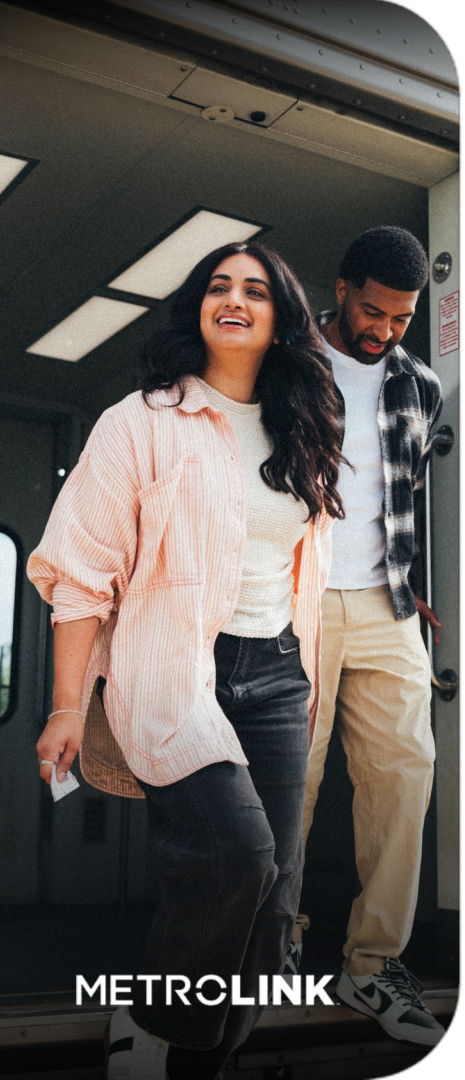
Presentation - SP655-27 Printing Services





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Contract No. SP655-27 – Printing Services – Recommendation to Award



Objective and Background

- Current Printing Services contract follows a bench model with two vendors on the bench.
- Existing contracts are set to expire on June 30, 2026.
- New contract to replace bench model will streamline printing coordination and improve project output consistency.
- Request for Proposals (RFP) was issued on March 12, 2026 with a total of four responses received.



Recommendation

- Award Contract No. SP655-27 to Eclipse Printing dba James Litho, based in Rancho Cucamonga, CA.
- Contract Details: Three base years, with two one-year options.
- Contract Authorization
  - $750,000: Three-year base period
  - $250,000: Option year one
  - $250,000: Option year two
  - $1,250,000 total for full contract term
- Action Needed: Approve the recommendation to award the contract to Eclipse Printing dba James Litho.



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Thank you.

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ITEM ID:	**2026-220-0**
TRANSMITTAL DATE:	**June 18, 2026**
MEETING DATE:	**June 26, 2026**
TO:	**Board of Directors**
FROM:	**Tom Schamber, Chief Financial Officer**
SUBJECT:	**FY2026-27 Annual Contract Authority for Purchase of Various Original Equipment Manufacturer Components, Information Technology Products, Administrative and Operating Services, Maintenance, Repair, and Operations Services, and Leases.**

Issue

Annual authorization is required to continue the purchase of various Original Equipment Manufacturer (OEM) components, Information Technology products, administrative and operating services, maintenance, repair, and operations services, and leases.

Recommendation

It is recommended that the Board authorize the Chief Executive Officer to approve the contract authority of the list of Annual items in Attachment A in a total not-to-exceed amount of $28,894,801 for FY2026-27, and to extend the terms to June 30, 2027, contingent upon Board approval of the FY2026-27 Operating Budget. The approval of contract authority does not represent a commitment in the Budget, and purchases will be based on actual needs and subject to budget availability.

Strategic Commitment

This report aligns with the Strategic Business Plan commitment of:

- **Modernizing Business Practices**: We will improve our operational efficiency through transparency, objective metrics and streamlined governance, reducing over-reliance on subsidy, while bringing our system into state of good repair and investing in the development of employees. These components and services support the Authority's business functions and system.

Background

The Annuals Process has been a long-term practice for the Agency, and in past years, the Annuals were part of the Budget Approval process.

The Authority began using the annual Board approval process in 2013 to seek annual authority for five categories, including:

1. Software License, Maintenance, and Support Agreements (Licenses)
2. Original Equipment Manufacturers Agreements for Rolling Stock Components, Communication Signal Equipment, and Positive Train Control Requirements (OEMs)
3. Maintenance, Repair and Operations Agreements (MROs)
4. Administrative and Operating Services Agreements (Admin & Ops)
5. Communication Network Towers and Related Leasing Agreements (Towers)

As part of the Annuals development process, staff assessed the services and agreements included in Attachment A to ensure compliance with the Procurement and Contracting Policies, last modified on April 1, 2026. The requested annual authority for the agreements listed in Attachment A is based on estimates developed by the respective Project Managers as part of the FY2026-27 budget development process. This year, since budget adoption was deferred, the Annuals are being requested separately.

Discussion

Authorization is required for the annual agreements listed below:

Software License, Maintenance, and Support Agreements (Licenses)
Annual license and support renewals for various required software packages and services to continue Authority operations, including the network, financial system, asset management, train scheduling, safety management, Computer Aided Dispatch system, and Positive Train Control (PTC). The PTC software in use is proprietary and requires licenses, subscriptions, and/or support agreements with the manufacturer or designated distributor.

Original Equipment Manufacturers Agreements for Rolling Stock Components, Communication Signal Equipment, and Positive Train Control Requirements (OEMs)
Purchase components and parts to continue the maintenance and rehabilitation of the Authority's rolling stock components and fulfill track and communication, signal, and Positive Train Control requirements.

Maintenance, Repair, and Operations (MRO) Agreements
These agreements are for goods, services, and materials, to support facility maintenance and operations - the goods and services being purchased under these agreements consist of routine shop supplies required to support maintenance and repair work.

Administrative and Operating Services Agreements (Admin & Ops)
These administrative and operating agreements support the Authority's business functions and system.

Communication Network Towers and Related Leasing Agreements (Towers)
The Authority requires communication tower lease agreements within the Authority's right-of-way and at strategic remote locations to support Train Control Systems, including Positive Train Control (PTC) and the Authority's communication network.

Budget Impact

The amounts for which annual authority is requested are included in, and contingent upon, the adoption of the Proposed FY2026-27 Operating Budget. For the period July 1, 2026 through September 30, 2026 funds will be provided by the FY27 Continuing Appropriations Resolution, and contingent upon its approval.

Next Steps

Upon approval by the Board, staff will issue as-needed purchase orders based on actual needs and subject to budget availability.

Prepared by:	Cynthia Minix, Director, Contracts, Procurement, and Materials Management Salima Mulji, Business Analyst, Contracts, Procurement, and Materials Management
Approved by:	Tom Schamber, Chief Financial Officer

Attachment(s)

Attachment A - Annuals for FY27
Presentation - FY2026-27 Annual Contract Authority

FY2026-27 Annuals - Contract Authority
Software Licenses
Maintenance, Repair, and Operations Agreements
Original Equipment Manufacturers Agreements
Communications Network Towers Agreements
Administrative and Operating Services Agreements

Contract Number	Type	Vendor	Description	FY27 Contract Authority
SP420	Administrative and Operating Services	DAILY JOURNAL CORPORATION	Advertisement of Authority solicitations in area newspapers	$119,490
LI237	Administrative and Operating Services	GOTO COMMUNICATIONS, INC.	VoIP services (under SPURR)	$86,000
SP554	Administrative and Operating Services	H & L CHARTER CO., INC.	Alternative Motor Coach Transportation (Bus Bridges)	$75,000
SP555	Administrative and Operating Services	INLAND EMPIRE STAGES, LTD.	Alternative Motor Coach Transportation (Bus Bridges)	$100,000
SP557	Administrative and Operating Services	SURERIDE CHARTER INC. dba San Diego Charter Company)	Alternative Motor Coach Transportation (Bus Bridges)	$25,000
SP558	Administrative and Operating Services	TRANSIT SYSTEMS UNLIMITED INC.	Alternative Motor Coach Transportation (Bus Bridges)	$5,000
LI147	Software License	AccuWeather Data Incorporated	SmartRAD and SelectWARN software license and support – weather information and warnings	$34,716
LI125	Software License	Bentley Systems	InRoads/Rail Track and MicroStation 0.8 licenses used by Engineering and Operations for 3D civil engineering road and infrastructure design for PTC	$4,000
LI238	Software License	Bentley Systems	Bentley Projectwise Cloud Services and Microstation	$49,550
LI250	Software License	Canto	Photo and Cataloging software	$15,000
LI109/M2613575	Software License	Dun & Bradstreet	Hoover's and Credit Reports	$15,000
LI209	Software License	Duos Technology	Remote Service & Support for Tunnels	$19,279
LI182	Software License	Fujitsu Corporation	Fiber Optic NMS for Train Control Network	$30,000
LI172	Software License	Government Jobs.com / Neogov	Applicant Tracking System	$73,186
LI119	Software License	Granicus, Inc.	MediaManager support and maintenance – web publishing tool	$60,000
LI158	Software License	Holland	AMA Track Analyst Maintenance and support	$22,000
LI144	Software License	HootSuite Media	Hootsuite pro annual renewal and license, social media tracking tool	$47,000
LI117	Software License	IBM Corporation	IBM Rational Suite (Network virtualization software - ex IBM Jazz)	$28,000
LI283	Software License	LinkedIn Corporation	Online network subscription – job opportunity postings	$26,753
LI123	Software License	Monster, Inc.	Online network subscription – SCRRA job opportunity posting	$16,200
LI102	Software License	Oracle	Database Enterprise Edition licenses and support. Oracle Primavera Unifier and Oracle Primavera Cloud. Oracle Enterprise Project Portfolio Management .	$658,963
H1645	Software License	PLANETBIDS, INC.	Procurement web hosting site license and support – online bidding and contract management	$49,000
LI152	Software License	REDVECTOR.COM LLC	IndustrySafe Safety Management System	$48,367
LI101	Software License	Salesforce.com	Customer management system database and information system annual report	$405,584
LI228	Software License	SMA And Partner AG	Viriato Planning Software Tool	$25,000
LE121	Software License	Switch, LTD.	Colocation services and remote access for IT and PTC servers.	$200,000
LI213X	Software License	Trackforce Acquireco, Inc.	Security Incident Management System	$22,000
H1625X	Software License	TRAPEZE SOFTWARE GROUP INC.	Assetworks EAM and MAXQueue – SCRRA inventory control program and asset management	$497,309

Contract Number	Type	Vendor	Description	FY27 Contract Authority
PO631	Maintenance, Repair, and Operations Agreements	Air Gas West	Industrial gases and welding supply	$20,000
PO400	Maintenance, Repair, and Operations Agreements	CDW Government, Inc.	Computer/ network equipment and services for IT and PTC on an as-needed basis (under OMNIA Partners)	$1,750,000
PO489	Maintenance, Repair, and Operations Agreements	Dell Marketing, LP	Computer / network equipment and services for IT and PTC on an as-needed basis (under CMAS)	$3,000,000
PO403	Maintenance, Repair, and Operations Agreements	Grainger	Consumable materials for the Equipment Department (under NASPO)	$580,000
PO634	Maintenance, Repair, and Operations Agreements	HERC Rentals	Equipment rental - forklift rentals for materials handling (under Omnia Partners)	$20,000
SP552	Maintenance, Repair, and Operations Agreements	Iron Mountain	Document and Information Lifecycle Management (under Omnia Partners)	$39,000
PO402	Maintenance, Repair, and Operations Agreements	MSC Industrial Supply Co., Inc.	Consumable materials for the Equipment Department (under NASPO)	$50,000
MS279	Maintenance, Repair, and Operations Agreements	Ricoh America's Corporation	Maintenance, support services, and purchase of new copiers/printers (under NASPO)	$300,000
PO555	Original Equipment Manufacturers Agreements	Adams & Westlake	Vestibule Curtain for Bombardier and Rotem Cars	$350,000
PO726	Original Equipment Manufacturers Agreements	AFAR Communication Inc.	Wireless Ethernet Bridge Radio and Accessories	$20,000
PO410	Original Equipment Manufacturers Agreements	AJ Energie Inc.	Repair and Return of Saft batteries	$25,000
PO406	Original Equipment Manufacturers Agreements	Alstom Transportation Inc.	Bombardier car structural components, interior and exterior car body components and parts	$210,000
PO782	Original Equipment Manufacturers Agreements	Atlas Copco Compressors LLC	Locomotive parts and consumables	$250,000
PO439	Original Equipment Manufacturers Agreements	Bach-Simpson A Division of Wabtec Canada, Inc.	Event recorders, speed control and train control monitoring, spare parts, and Repair and Return of Bach-Simpson parts.	$20,000
PO454	Original Equipment Manufacturers Agreements	Celeste Industries Corp	Sani-pak soaps and supplies	$40,000
EP176A	Original Equipment Manufacturers Agreements	CUSTOM GLASS SOLUTIONS FOSTORIA, LLC	Railcar Windows	$250,000
PO756	Original Equipment Manufacturers Agreements	Daktronics	Electronic Display	$25,000
PO437	Original Equipment Manufacturers Agreements	Dayton-Phoenix Group Inc.	Repair and return of fans	$625,000
PO863	Original Equipment Manufacturers Agreements	Dellner Dampers	Locomotive Dampers	$60,000
PO566	Original Equipment Manufacturers Agreements	Harco Manufacturing Co.	Repair and return of DOC exhaust material	$25,000
PO484	Original Equipment Manufacturers Agreements	Hitachi Rail STS USA, Inc. (Formerly Ansaldo)	Switch gear & hardware spare parts, maintenance and repair for signal and communications	$150,000
PO667	Original Equipment Manufacturers Agreements	Hoppecke Batteries	Rail Batteries	$250,000
PO725	Original Equipment Manufacturers Agreements	Inter-Block Retaining Systems, Inc	Retaining Wall Blocks	$50,000
PO790	Original Equipment Manufacturers Agreements	Kluber Lubrication	Tier 4 locomotive lubricants	$35,000
PO874	Original Equipment Manufacturers Agreements	Knorr Brake Corporation	Locomotive Air Brake Valves	$250,000
PO444	Original Equipment Manufacturers Agreements	Mechanical Systems Remanufacturing	Locomotive shock absorbers, door lock assemblies, couplers, coach car diaphragms, and new car body parts	$250,000
PO796	Original Equipment Manufacturers Agreements	Merak North America	Sigma Coach HVAC Spare Parts	$160,000
PO452	Original Equipment Manufacturers Agreements	Motion and Flow Control Products, Inc.	Car parts and hoses	$120,000
PO646	Original Equipment Manufacturers Agreements	Orgo-Thermit	Welding Kits	$35,000
PO834	Original Equipment Manufacturers Agreements	Pittsburgh Air Brake Company	Railcar Air Brake Valve Repairs	$95,000
PO615	Original Equipment Manufacturers Agreements	PowerRail Distribution Inc.	Locomotive Component parts and repair services	$2,100,000
PO759	Original Equipment Manufacturers Agreements	Progress Rail Locomotives	Locomotive Spare & Repair parts – 710 & 645 Engine, Electrical Car body	$3,800,000
PO663	Original Equipment Manufacturers Agreements	Quest Rail, LLC	Repair and Return of Locomotive Radio, Radiohead, Transceiver	$45,000

Contract Number	Type	Vendor	Description	FY27 Contract Authority
PO717	Original Equipment Manufacturers Agreements	Quester Tangent	Repair and return of Rotem Auxiliary Controllers	$40,000
PO409	Original Equipment Manufacturers Agreements	Quinn Power Systems	Caterpillar HEP Engine Overhaul and Repair; Spare Maintenance and Repair Parts	$3,200,000
PO505	Original Equipment Manufacturers Agreements	Railhead Corporation	Replacement Parts for Camera monitoring and microphone systems	$190,000
PO591	Original Equipment Manufacturers Agreements	Saft Batteries	Saft Batteries	$90,000
PO661	Original Equipment Manufacturers Agreements	Schaltbau North America	Repair and return throttle controllers	$50,000
PO368	Original Equipment Manufacturers Agreements	Siemens Mobility	Signal Equipment and Repair and Return	$790,000
PO624	Original Equipment Manufacturers Agreements	Strato, Inc	Strato Hoses and Couplings	$70,000
PO651	Original Equipment Manufacturers Agreements	T C Communications, Inc.	Industrial Hardened Modular Ethernet Card / JumboSwitch + TC View maintenance agreement	$65,000
PO474	Original Equipment Manufacturers Agreements	TOA Engineering Corp.	Integrated Communication control unit, racks, speaker, microphone and supplies	$90,000
PO459	Original Equipment Manufacturers Agreements	TransTech of South Carolina (Wabtech Group)	Microphor Restroom Parts & Supplies	$300,000
PO554	Original Equipment Manufacturers Agreements	Universal Interiors	Interior Package for Rotem cars	$80,000
PO465	Original Equipment Manufacturers Agreements	USSC, LLC	Operator's seats	$90,000
PO414	Original Equipment Manufacturers Agreements	Vapor Stone Rail Systems (Wabtec Group)	Heating, Ventilation, and Air Conditioning Specialty Relays and Door operators	$850,000
PO453	Original Equipment Manufacturers Agreements	Velociti, Inc.	Repair and return service for locomotive HVACs	$45,000
PO416	Original Equipment Manufacturers Agreements	Vulcan Metals Corporation	Truck Maintenance and Repair Parts	$850,000
PO758	Original Equipment Manufacturers Agreements	Wabtec Global Services	Purchase of New Wabtec Global Services parts. Repair and return of modules and power supplies.	$175,000
PO757	Original Equipment Manufacturers Agreements	Wabtec Passenger Transit Div.	Repair and Return of Air Brake Components	$3,500,000
PO575	Original Equipment Manufacturers Agreements	Welding Alloy USA (dba Track-Weld)	Frogbuild Welding Wire	$20,000
PO801	Original Equipment Manufacturers Agreements	Westcode, Inc.	New and Repair-and-Return of the Leveling Valves	$65,000
PO346	Original Equipment Manufacturers Agreements	Western Cullen Hayes	Miscellaneous Signal Equipment	$40,000
PO412	Original Equipment Manufacturers Agreements	Winchester Interconnect Ruggedized Corp.	High Voltage and Communication Cables and Receptacles	$50,000
LE110	Communications Network Towers	American Tower Company	Communication Network Towers and Related Leasing Agreements	$378,999
LE112	Communications Network Towers	AVCOM	Communication Network Towers and Related Leasing Agreements	$38,551
LE120	Communications Network Towers	Crown Castle (Pinnacle Towers)	Communication Network Towers and Related Leasing Agreements	$47,716
LE119	Communications Network Towers	Union Pacific	Communication Network Towers and Related Leasing Agreements	$23,138
FY27 Annuals Contract Authority Total				**$28,894,801**



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FY2026-27 **Annual Contract Authority**

827

Background

- In accordance with the Procurement and Contracting Polices, Section E, dated April 1, 2026, Staff is requesting annual authorization to continue the purchase of various items:
  - Original Equipment Manufacturer (OEM) Components
  - Information Technology products
  - Administrative and Operating services
  - Maintenance, Repair, and Operations services, and
  - Leases



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Recommendation

- It is recommended that the Board Authorize the Chief Executive Officer to
  - Approve the contract authority of the list of Annuals items in Attachment A in a total not-to-exceed amount of $28,894,801 for FY2026-27
  - Extend the terms to June 30, 2027, contingent upon Board approval of the FY2026-27 Operating Budget.
  - The approval of contract authority does not represent a commitment in the Budget and purchases will be performed based on actual needs and subject to budget availability.



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Thank you.

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metrolinktrains.com/meeting

ITEM ID:	**2026-248-0**
TRANSMITTAL DATE:	**June 18, 2026**
MEETING DATE:	**June 26, 2026**
TO:	**Board of Directors**
FROM:	**Paul Hubler, Chief Strategy Officer**
SUBJECT:	**Rail-2-Rail Agreement - Time Extension No. 9**

Issue

The current Rail-2-Rail (R2R) Agreement with the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency (LOSSAN) and the National Passenger Railroad Corporation (Amtrak) was last extended to June 30, 2026. An amendment to the agreement is needed to continue the program past June 30, 2026.

Usage of the R2R program has also increased significantly in the last year. Since the program is paid for on a per-passenger basis, the cost of the program has also increased. This requires an amendment to increase contract authority.

Recommendation

It is recommended that the Board authorize the Chief Executive Officer to negotiate and execute an amendment which extends Agreement No. L-9-0005 between LOSSAN, the Southern California Regional Rail Authority (Authority), and Amtrak to continue the Rail-2-Rail (R2R) program for up to a six-month term through December 31, 2026, and increase the total maximum contract value to $6,708,887.

Strategic Commitment

This report aligns with the Strategic Business Plan commitment of:

- **Connecting and Leveraging Partnerships:** We will forge new and enhanced relationships with our public and private partners to integrate and coordinate connecting services, providing residents throughout Southern California with better, seamless,

sustainable alternatives to driving. This agreement advances a partnership between the Authority, LOSSAN, and Amtrak which creates opportunities for reciprocal travel that is greater than each of their separate services.

Background

The R2R program was initiated in 2003 through a cooperative agreement between the California Department of Transportation (Caltrans), the Authority, and Amtrak. The R2R program was intended to leverage available capacity on the Pacific Surfliner for the mutual benefit of both the Authority and the Pacific Surfliner by providing additional capacity for Metrolink passengers at a time when the Authority needed capacity and had no options to provide it. The program also intended to help increase ridership and fare revenue on the Pacific Surfliner by carrying Metrolink passengers. The more prominent expression of R2R is a mutual pass acceptance between the Pacific Surfliner and Metrolink on the lines that follow the LOSSAN Corridor – the Orange County Line, the Ventura County Line, and portions of the Antelope Valley Line, 91/Perris Valley Line, and IEOC Line that share stations with those lines. R2R allows Pacific Surfliner and Metrolink monthly passholders to utilize either service within the limits of their valid ticket at no additional charge and provides for a reciprocal use for Pacific Surfliner passengers.

Currently, the R2R program allows the Authority to offer up to 24 additional daily trips to its monthly passholders at a fraction of the cost to provide that service independently. A secondary expression of the R2R Program is the concept of shared services or "codeshare." With the codeshare concept, certain trips of the Pacific Surfliner operate as if they are also Metrolink trains. They are included on the Metrolink schedule and accept all Metrolink fare media to ride. This type of arrangement was initiated in 2005 and applied to one trip in each direction on the portion of the LOSSAN corridor between Los Angeles Union Station and Ventura County (parallel to the Ventura County Line), under the name “Shared Services.” In October 2021, this was extended to a second roundtrip and renamed "Codeshare" to improve passenger understanding because codeshare trains are effectively treated as part of the Metrolink schedule. In both cases, shared services or codeshare was implemented because Metrolink relinquished schedule slots it operated in so that the Pacific Surfliner could schedule trains in those slots. Codeshare allowed Metrolink and its passengers to be kept whole while still accommodating Amtrak's desire to implement their new schedules.

On March 18, 2019, the LOSSAN Board of Directors approved Cooperative Agreement L-9-0005, which extended the R2R Program between the Authority and Amtrak for a term of one year through June 30, 2020, at $7 per boarding. It has since been extended by amendment eight times, now ending June 30, 2026.

On November 1, 2023, a pilot program to expand code share to apply to all Surfliner trains between Los Angeles and Ventura-Downtown/Beach Station was implemented to be in effect until June 30, 2025, and the reimbursement rate, for codeshare boardings only, was increased to $10. This has also been extended by amendments and now also ends June 30, 2026.

Discussion

The Authority and LOSSAN have continued to discuss the code share pilot program and R2R

program and recommend the continuation of the program with a 6-month extension ending December 31, 2026. The total contract value would increase to $6,708,887, the FY26 cap would increase to $1,500,000, and the cap for the first six months of FY27 would be $675,000.

A six-month extension will allow the program to continue uninterrupted while the parties discuss the future of the program. Issues include continued program growth, capacity concerns, and the reliability of the customer experience. LOSSAN also is pursuing a new fare structure which may require changes to the program.

The proposed amendment extending the agreement (Attachment A) does not change the other terms of the agreement.

Budget Impact

An increase in total contract authority is requested of $1,487,208, for a new total of $6,708,887. The total authority in FY26 for FY26 R2R and codeshare usage is $1,500,000. The total authority for the first six months of FY27 is $675,000. These amounts are included within the FY26 budget and drafts of the FY27 budget. Expenditure of funds is contingent upon adoption of the FY27 budget.

Next Steps

The draft amendment to the amendment will be executed to carry the R2R program until the end of December 2026.

Prepared by:	Rory Vaughn, Director of Railroad & Real Estate Services
Approved by:	Paul Hubler, Chief Strategy Officer

Attachment(s)

Attachment A - R2R Extension - L-9-0005 Amendment 9
Presentation - Rail-2-Rail Extension

AMENDMENT NO. 9 TO

COOPERATIVE AGREEMENT NO. L-9-0005

BETWEEN

LOS ANGELES – SAN DIEGO – SAN LUIS OBISPO RAIL CORRIDOR AGENCY,

AND

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (SU107)

AND

NATIONAL RAILROAD PASSENGER CORPORATION

FOR

CONTINUATION OF THE RAIL 2 RAIL PROGRAM

THIS AMENDMENT NO. 9 is effective as of this ____ day of _____ 2026, by and between the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency ("LOSSAN Agency"), the Southern California Regional Rail Authority (SCRRA) a joint powers authority existing under the laws of the State of California, and the National Railroad Passenger Corporation ("AMTRAK"), a corporation organized under the Rail Passenger Service Act recodified at 49 U.S.C. §24101 et. seq. and the laws of the District of Columbia and having its principal office and place of business in Washington, D.C., and (LOSSAN Agency, SCRRA, and AMTRAK are each sometimes referred to herein as a "PARTY" and collectively referred to as "PARTIES").

WITNESSETH:

WHEREAS, by Cooperative Agreement No. L-9-0005 dated July 1, 2019, as last changed by Amendment No. 8, dated July 1, 2025, PARTIES entered into a Cooperative Agreement to define the specific terms and conditions, and roles and responsibilities for the continuation of the Rail 2 Rail Program; and

WHEREAS, PARTIES agree to extend the term of the Agreement for an additional six (6) months beginning July 1, 2026 and ending December 31, 2026; and

WHEREAS, SCRRA has adjusted its total not-to-exceed reimbursement amount between July 1, 2025, and June 30, 2026, from Six Hundred Eighty-Seven Thousand Seven Hundred Ninety-Two Dollars ($687,792) to One Million Five Hundred Thousand Dollars ($1,500,000); and

WHEREAS, PARTIES further agree that payment by SCRRA shall not exceed Six Hundred Seventy-Five Thousand Dollars ($675,000) between July 1, 2026, and December 31, 2026; and

WHEREAS, PARTIES acknowledge that during the extended term of the Agreement, LOSSAN may implement a demand pricing pilot or other pricing changes that may result in a reassessment of the Rail 2 Rail Program, including both the standard and code share components, and may evaluate elements such as the reimbursement rate for Metrolink passengers riding Pacific Surfliner trains, the trains applicable to each component of the program, the program's eligibility and participation criteria, and any related operational restrictions or modifications; and

WHEREAS, following such reassessment, the PARTIES may either agree to mutually acceptable modifications to the Program or exercise their right to terminate the Agreement upon sixty (60) days' written notice, consistent with the termination provisions set forth in the original Agreement.

NOW, THEREFORE, it is mutually understood and agreed that Cooperative Agreement No. L-9-0005 is hereby amended in the following particulars only:

1. Amend **ARTICLE 4**, **MAXIMUM OBLIGATION**, page 4 of 11, to delete in its entirety, and in lieu thereof, insert the following:

"Notwithstanding any provisions of this AGREEMENT to the contrary, the Parties mutually agree that SCRRA's maximum cumulative payment obligation hereunder for the term beginning July 1, 2019, through December 31, 2026, shall not exceed Six Million Seven Hundred Eight Thousand Eight Hundred Eighty-Seven Dollars ($6,708,887.00), unless agreed to and amended by the Parties. Payment by SCRRA will not exceed One Million Five Hundred Thousand Dollars ($1,500,000) between July 1, 2025, and June 30, 2026. Payment by SCRRA will not exceed Six Hundred Seventy-Five Thousand Dollars ($675,000) between July 1, 2026, and December 31, 2026."

2. Amend **ARTICLE 5, MUTUAL RESPONSIBILITIES**, page 6 of 11, paragraph 7, line 14, as last changed by Amendment No. 8 dated July 1, 2025, to delete "June 30, 2026" as the expiration date of the Agreement and, in lieu thereof, insert "December 31, 2026."

3. Amend **ATTACHMENT A, SECTION 4,** to delete in its entirety and, in lieu thereof, insert the following:

"All parties agree that for a period of thirty (30) months, starting July 1, 2024, and extending through December 31, 2026, a pilot program for expanded code share trains between Los Angeles Union Station and Ventura Station will be in effect. Upon conclusion of the pilot period, the program may be extended by mutual agreement."

(The remainder of the section remains unchanged.)

The balance of Cooperative Agreement No. L-9-0005 remains unchanged.

WITNESS WHEREOF, the PARTIES hereto have caused this Amendment No. 9 to Cooperative Agreement No. L-9-0005 to be executed and attested by their duly-qualified and authorized officials.

LOSSAN RAIL CORRIDOR AGENCY

Dated: _____

By: _____
Jason Jewell
Managing Director

Approved as to Form:

By: _____
James M. Donich
General Counsel

IN WITNESS WHEREOF, the PARTIES hereto have caused this Amendment No. 9 to Cooperative Agreement No. L-9-0005 to be executed and attested by their duly-qualified and authorized officials.

NATIONAL RAILROAD PASSENGER CORPORATION

Dated: _____ By: _____
Jeanne M. Cantu
Vice President, California Services

IN WITNESS WHEREOF, the PARTIES hereto have caused this Amendment No. 9 to Cooperative Agreement No. L-9-0005 to be executed and attested by their duly-qualified and authorized officials.

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

Dated: _____

By: _____
Darren M. Kettle
Chief Executive Officer

Approved as to Form:

By: _____
Don Del Rio
General Counsel

ATTACHMENT A

This AGREEMENT between the LOSSAN Agency, SCRRA and Amtrak shall apply to the following trains provided by each service.

Section 1: Pacific Surfliner Trains:

- All trains between Los Angeles Union Station and Oceanside Station; Metrolink monthly passes honored
- All trains between Los Angeles Union Station and Burbank Airport – South Station; Metrolink all fare media honored.

Section 2: Code Share Trains

- Outside of the proposed pilot program defined in Section 4 of this Attachment, Code Share trains shall consist only of the following trains: trains 761, 770, 777, and 784 between Los Angeles Union Station and Ventura Station (in the Amtrak system, also known as "Ventura-Downtown/Beach Station" in the Metrolink system); Metrolink all fare media honored.

Section 3: Metrolink Trains:

- All trains between Los Angeles Union Station and Oceanside Station; Amtrak monthly passes honored
- All trains between Los Angeles Union Station and Burbank Airport – South Station; Amtrak all fare media honored

- All trains between Los Angeles Union Station and Ventura – Downtown / Beach; Amtrak monthly passes honored

Section 4: Expanded Code Share Pilot

All parties agree that for a period of thirty (30) months, starting July 1, 2024, and extending through December 31, 2026, a pilot program for expanded code share trains between Los Angeles Union Station and Ventura Station will be in effect. Upon conclusion of the pilot period, the program may be extended by mutual agreement.

- All existing Metrolink trains between Los Angeles Union Station and Ventura – Downtown / Beach Station (and any new trains added to the schedule); Amtrak all fare media honored for the pilot period. After the pilot period ends, only Amtrak monthly passes honored as defined in Section 3 of this attachment.
- All existing Pacific Surfliner trains between Los Angeles Union Station and Ventura (and any new trains added to the schedule); Metrolink all fare media honored for the pilot period. After the pilot period ends, only Metrolink monthly passes honored for code share trains as identified in Section 2 of this Attachment.



Rail 2 Rail (R2R) Program Extension

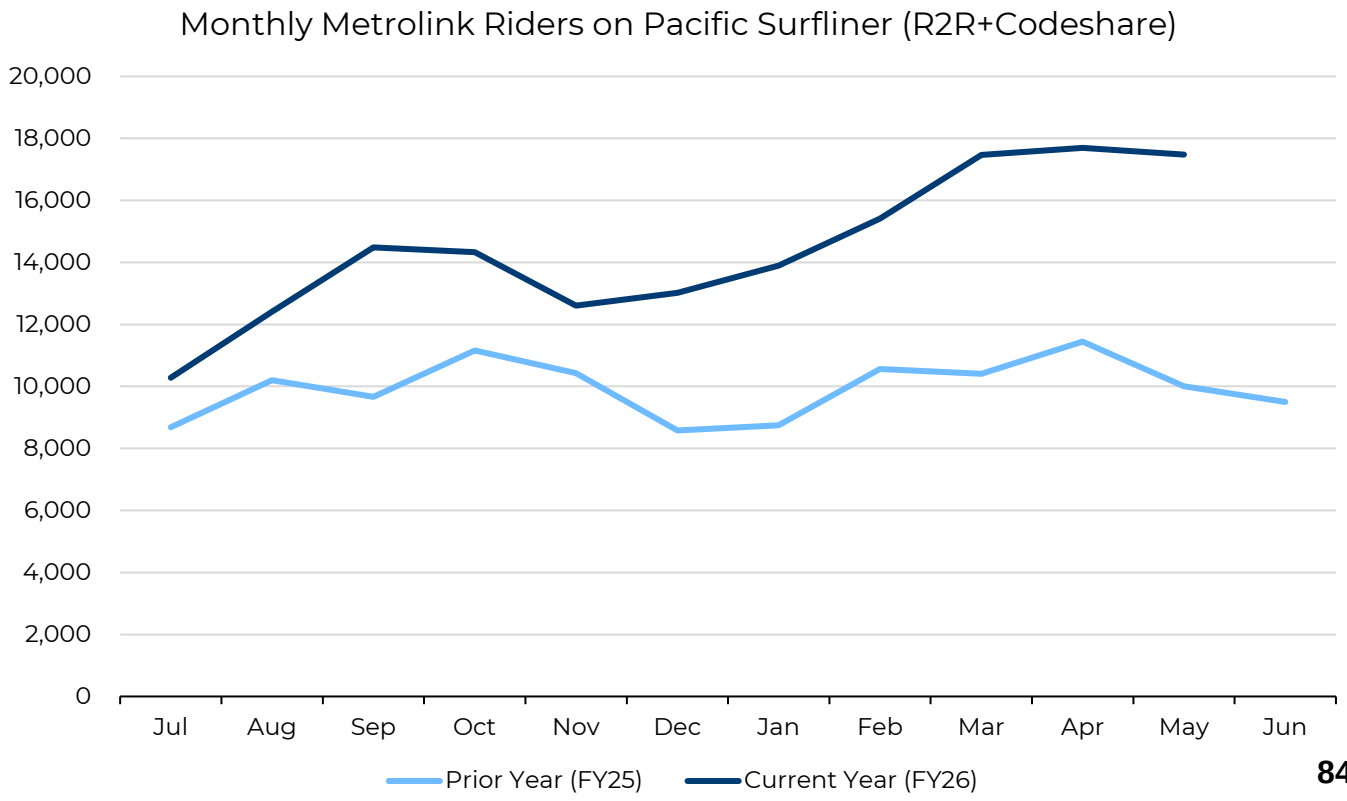


Discussion

- Cooperative Agreement L-9-0005 includes R2R (monthly passholders for Metrolink or Amtrak can ride the other's trains) and Codeshare (all Metrolink tickets accepted on specified Surfliner trains)
- Amendment 9 extends the program by 6 months (from June 30, 2026 to December 31, 2026)
- It continues current terms and reimbursement rates
- It increases contract value to account for both program extension and increased usage by our passengers



Rail 2 Rail Program Growth



Recommendation

It is recommended that the Board authorize the CEO to negotiate and execute an amendment extending Agreement No. L-9-0005 to continue the Rail-2-Rail program for up to a six-month term through December 31, 2026, and increase the total maximum contract value to $6,708,887.



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METROLINK

Thank you.

METROLINK

metrolinktrains.com/meeting

ITEM ID:	**2026-214-0**
TRANSMITTAL DATE:	**June 18, 2026**
MEETING DATE:	**June 26, 2026**
TO:	**Board of Directors**
FROM:	**Paul Hubler, Chief Strategy Officer**
SUBJECT:	**Recommendations for Improving the Performance of the LOSSAN Rail Corridor**

Issue

Senate Bill 1098 (Blakespear, 2024) requires the California State Transportation Agency (CalSTA) to develop and present a report to the state Legislature identifying recommendations for improving the performance of the LOSSAN Corridor connecting San Diego, Los Angeles, and San Luis Obispo. The 351-mile route is the busiest state-supported Amtrak route and the second busiest intercity rail corridor in the nation. The report is required to be presented to the Boards of Directors of Metrolink, LOSSAN and North County Transportation District before submittal to the Legislature. CalSTA staff will present key findings of the draft report and be available to answer questions.

Recommendation

Receive and file.

Strategic Commitment

This report aligns with the Strategic Business Plan commitment of:

- **Connecting and Leveraging Partnerships:** We will forge new and enhanced relationships with our public and private partners to integrate and coordinate connecting services, providing residents throughout Southern California with better, seamless, sustainable alternatives to driving. Work on the SB 1098 LOSSAN Corridor report and ongoing coordination efforts is consistent with Metrolink's commitment to forge new and enhanced relationships with our public and private partners to integrate and coordinate connecting services, providing residents throughout Southern California with better, seamless, sustainable alternatives to driving.

Background

California State Transportation Agency (CalSTA) staff convened a LOSSAN Working Group to assist in developing the recommendations. Staff of Metrolink, LOSSAN and North County Transportation District were invited to participate in the working group meetings held on a monthly basis. Working Group's discussions informed development of the draft report which includes consensus recommendations. CalSTA intends to convene the Working Group on a quarterly basis after the report is presented to the Legislature this summer.

Discussion

The legislation requires the recommendations to identify strategies to:

1. Increase rail service coordination and reduce disruptions or delays
2. Improve intercity and regional rail services through alternative management and operations models or structures
3. Change state law, regulations or funding to improve passenger rail services, with a focus on streamlining initiatives
4. Expand opportunities for federal capital funding through the federal Corridor Identification and Development Program

Next Steps

The Board is recommended to receive and file the draft report and direct Metrolink staff to prepare a comment letter for inclusion by CalSTA in the final report. The comment letter is recommended to focus on demonstrating the critical need for robust state funding support given the significant operating budget challenge faced by Metrolink due in part to ridership recovery, cost increases and structural sale tax revenue shortfalls anticipated by member agencies.

According to CalSTA, the public comment period closes on July 3 and Board feedback is requested no later than July 8. Board and public comment letters will be compiled and transmitted to the Legislature in a supplemental appendix to the CalSTA report.

Prepared by:	Paul Hubler, Chief Strategy Officer
Approved by:	Paul Hubler, Chief Strategy Officer

Attachment(s)

Attachment A - SB 1098 Public Comment Draft
Presentation - SB 1098 Summary

Senate Bill 1098

LOSSAN Rail Corridor Working Group

Report to the Legislature
Pursuant to the Southern California Rail Revitalization Act

June 10, 2026

PUBLIC COMMENT DRAFT

CalSTA
CALIFORNIA
STATE TRANSPORTATION
AGENCY

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Executive Summary

The Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor is among California's most critical transportation assets. The Pacific Surfliner is the second-busiest intercity rail service in the United States, second only behind the Northeast Corridor, and carries millions of passengers annually between San Diego and San Luis Obispo along one of the most congested highway corridors in the country. Metrolink provides commuter rail service across six counties in the greater Los Angeles Basin, connecting workers to major employment centers and relieving pressure on freeway infrastructure that is often at or beyond capacity. The North County Transit District's (NCTD) COASTER service links San Diego's North County communities to downtown San Diego, serving a corridor where highway capacity is limited and congestion continues to worsen. The corridor passes through some of California's most economically productive and densely populated communities, and its reliability, resilience, and long-term viability are matters of statewide significance.

Senate Bill 1098 (Chapter 777, Statutes of 2024) directed the California State Transportation Agency (CalSTA) to convene a LOSSAN Rail Corridor Working Group, including representatives from rail infrastructure owners; passenger and freight rail operators; regional transportation and planning agencies; stakeholder organizations representing business, community, environmental, labor, transportation, and civic interests; and relevant state agencies with regulatory and rail oversight responsibilities. The Working Group is tasked with developing consensus recommendations on strategies to strengthen the corridor's coordination, management, and performance of all passenger rail services in the corridor. The Working Group, composed of representatives from LOSSAN member agencies, rail operators, convened to develop recommendations intended to strengthen coordination, management, and performance across the corridor. This report transmits the Working Group's draft consensus recommendations and feedback to the Legislature. To facilitate broader stakeholder input, CalSTA conducted targeted public outreach through small group listening sessions as well as a public comment period on the draft report prior to finalizing the working group recommendations.

Pursuant to statute, prior to submitting this report to the Legislature, CalSTA, on behalf of the Working Group, will share the report recommendations with the

governing boards of NCTD, LOSSAN, and Metrolink to solicit input and feedback.[1] Any resulting feedback received will be compiled and transmitted to the Legislature as Appendix C in a supplement to this report.

The timing of this report is significant. This work was informed by the context of growing fiscal pressure across the corridor's three primary passenger operators. The Pacific Surfliner, Metrolink, and NCTD services each face structural operating deficits in the coming years, which coincides with the buildup to the 2028 Summer Olympic and Paralympic Games and an expected surge in corridor demand. The 2028 Summer Olympic and Paralympic Games will be hosted across the greater Los Angeles region, with competition venues spanning from San Diego to Los Angeles. The LOSSAN Corridor will serve as a primary transportation spine connecting the Southern California megaregion with ridership demand expected to reach levels that will stress current operational capacity. The Olympics will generate a sustained surge in transit usage across the region, with elevated demand occurring over multiple weeks rather than a single event period. The increase in ridership is expected to generate additional fare revenue for the system while placing significant pressure on service capacity and operational resources.

Consistent with statutory requirements, the report addresses the following policy areas[2]:

Of the required report topics identified in statute, the following four policy areas are a primary focus of this report:

(A) strategies to increase rail service coordination and reduce disruptions or delays;

(B) alternative management and operations models or structures that improve intercity and regional rail services;

(C) changes to state statutes, rules, or funding necessary to improve corridor performance; and

[1] California Senate Bill 1098 (Blakespear, 2024), *Passenger and Freight Rail: LOSSAN Rail Corridor*, Chapter 777, Statutes of 2024, California Legislature.
[2] California Senate Bill 1098 (Blakespear, 2024) § 1, subd. (c)(1) (A(- (D), Chapter 777, Statutes of 2024.

(D) coordination of planning and project development through the federal Corridor Identification and Development Program (CIDP).

Pursuant to statute, CalSTA convened the Working Group and facilitated development of this report through a collaborative process involving Working Group participants, partner agencies, stakeholders, and other consulted parties. The recommendations contained in this report reflect an effort to identify consensus perspectives and areas of alignment across the diverse interests and operational realities present throughout the corridor and, unless otherwise noted, are intended to reflect Working Group input rather than formal positions adopted by CalSTA.

Key findings and recommendations include:

- Establishing a corridor-wide asset management and written fleet strategy that aligns equipment, facilities, and infrastructure needs with funding.
- Encourage state grant programs to fund State of Good Repair (SGR) projects and develop administrative flexibility to accommodate the inherent uncertainties of complex rail capital projects.
- Formalizing a cooperative agreement or memorandum of understanding (MOU) between CalSTA, the LOSSAN Corridor, and the California Coastal Commission to identify where streamlining solutions for rail projects in the coastal zone can be identified and other solutions to assist in the delivery of rail projects.
- Establishing a Vision Zero framework for rail safety along the LOSSAN Corridor, with a data-driven pipeline of safety improvement investments.
- Aligning state grant programs with the Federal Corridor Identification and development Program (CIDP) project development pipeline to strengthen the corridor's competitiveness for federal capital funding.
- Streamlining the California Environmental Quality Act (CEQA) review for passenger rail projects by establishing agency comment deadlines, a conflict resolution protocol for multi-jurisdictional projects, and a pathway to make permanent the judicial review provisions introduced under Chapter 60, Statutes of 2023 SB 149 (Chapter 60, Statutes of 2023).
- Review opportunities to modernize the Transportation Development Act (TDA) by removing the farebox recovery ratio penalty and developing new metrics and performance measures that replace the farebox

recovery penalty, which also aligns with consensus recommendations from the final Transit Transformation Task Force.[3]

- Developing and issuing statewide guidance for how intercity passenger rail, including the Pacific Surfliner, is documented and coordinated in Regional Transportation Plans (RTPs).

The sections that follow provide additional context on these findings and recommendations, including the operational, governance, funding, resiliency, and policy considerations that informed the Working Group's discussions and consensus recommendations.

[3] California State Transportation Agency. *Transit Transformation Task Force Final Report.* 2025. https://calsta.ca.gov/-/media/calsta-media/documents/tttf_-final_report-a11y.pdf

1.0 Background and Statutory Context

The LOSSAN Rail Corridor is one of the most complex rail environments in the country. Spanning 351 miles, the Pacific Surfliner is the second busiest passenger rail corridor in the country, with approximately 8.3 million passenger trips in 2019, the last full year pre-COVID pandemic. In addition, the corridor supports more than $1 billion in annual freight volume, transported by two Class 1 Freight operators—Union Pacific (UPRR) and Burlington Northern-Santa Fe (BNSF)—and serves multiple ports of national significance, including those in Los Angeles, Long Beach, San Diego, and Port Hueneme. The U.S. Department of Defense also has designated a section of LOSSAN as part of the Strategic Rail Corridor Network.[4]

Infrastructure ownership and operating authority along the corridor is distributed among multiple public agencies and freight railroads. Pacific Surfliner intercity service is managed by the LOSSAN Agency and operated by Amtrak. Commuter rail services are provided by Metrolink in the greater Los Angeles Basin and Inland Empire with NCTD's COASTER operating between Oceanside and Downtown in San Diego County. Both the UPRR and BNSF hold freight rights and own segments of corridor infrastructure in portions of the alignment, and the corridor traverses a complex web of grade crossings, interlockings, and shared track arrangements.[5]

This structural complexity has historically presented challenges to corridor-wide coordination. The Legislature recognized these challenges in enacting SB 1098, which established the Working Group process as a vehicle for developing actionable, consensus-based reforms.

SB 1098 directed the Working Group to report to the Legislature on all the following policy areas:

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[4] California State Senate. (2023). *The LOSSAN rail corridor report*. https://sor.senate.ca.gov/sites/sor.senate.ca.gov/files/LOSSAN%20Rail%20Corridor%20Report.pdf

[5] California Department of Transportation. (2024). *California State Rail Plan 2024*. https://dot.ca.gov/-/media/dot-media/programs/rail-mass-transportation/documents/california-state-rail-plan/2024-ca-state-rail-plan-a11y.pdf

- Policy Area A: Strategies to increase rail service coordination and reduce disruptions or delays, including those caused by resiliency vulnerabilities, track closures, state of good repair, equipment, and staffing.
- Policy Area B: Alternative management and operations models or structures that improve intercity and regional rail services.
- Policy Area C: Changes to state statutes, rules, or funding necessary to improve the quality, performance, usage, management, or frequency of passenger rail services, including a review of how local and regional planning agencies incorporate train service information in planning documents.
- Policy Area D: Coordination of planning and project development through the federal Corridor Identification and Development Program.[6]

The Working Group included representatives from:

- California Senate Staff
- California Coastal Commission
- Caltrans
- Federal Transit Administration (FTA)
- The Los Angeles County Metropolitan Transportation Authority (LA Metro)
- LOSSAN Agency
- Metrolink
- North County Transit District (NCTD)
- Orange County Transportation Authority (OCTA)
- Riverside County Transportation Commission (RCTC)
- San Diego Association of Governments (SANDAG)
- Santa Barbara County Association of Governments (SBCAG)
- Southern California Association of Governments (SCAG)
- Ventura County Transportation Commission (VCTC)

The initial restart of this group convened in person four times between February 2026 and May 2026 to deliver this draft report, which included full working group meetings as well as agency-specific consultations to augment the full working group meetings. Recommendations were developed through a deliberative

[6] California Legislature. (2024). *Senate Bill No. 1098 (2023–2024 Regular Session)*. https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240SB1098

process and reflect consensus positions of the Working Group membership unless otherwise noted.

The Working Group's deliberations unfolded against a backdrop of significant fiscal pressure across the corridor's three primary passenger operators. To illustrate this, NCTD is expected to have a projected funding gap of over $60 million through Fiscal Year (FY) 2030 and is proposing their first rate hike since 2009[7]. Metrolink faces a $35 million operating shortfall in fiscal year 2026–27. In response to equipment reliability issues, it has already reduced service and is considering deeper cuts of at least one-third of remaining service as soon as October 2026, along with a possible fare increase[8]. The Pacific Surfliner, while having recently achieved pre-pandemic service levels, may need to consider service cuts starting in FY 2027-28 as the recent restoration of service has been buoyed by a three-year augmentation to the state-supported intercity passenger rail program from Public Transportation Account, which is set to expire after FY 2026-27[9].

In addition, ridership recovery and farebox recovery continue to lag pre-pandemic numbers while operating costs have grown substantially due to a mix of inflationary pressure impacting the entire rail and transit industry[10]. These challenges are not unique to California rail operators, but the impact on the LOSSAN Corridor is compounded by the complex decision-making environment that SB 1098 was enacted to address.

The Working Group deliberated, but did not make recommendations on, specific appropriations or funding levels, but the broader fiscal context facing the agencies help inform the urgency of the recommendations in this report.

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[7] NCTD *Board Agenda Packet: April 16, 2026 (Revised)*. 16 Apr. 2026, https://d4lp5oxce4dvw.cloudfront.net/wp-content/uploads/Board-Agenda-Packet-April-16-2026-REVISED.pdf. Accessed 5 May 2026.

[8] Southern California Regional Rail Authority. *Board Meeting Packet, 27 Mar. 2026*. Metrolink, https://d2kbkoa27fdvtw.cloudfront.net/metrolink/81b4bd133a38182c6f558799b51329fe0.pdf

[9] Legislative Analyst's Office. *Overview of California's State-Supported Intercity Rail Routes and Funding*. 30 May 2025, https://lao.ca.gov/handouts/transportation/2025/Overview-of-Intercity-Rail-Routes-and-Funding-053025.pdf

[10] California State Transportation Agency. *Transit Transformation Task Force Final Report*. 2025. https://calsta.ca.gov/-/media/calsta-media/documents/tttf_-final_report-a11y.pdf

2.0 Policy Area A: Strategies to Increase Rail Service Coordination and Reduce Disruptions or Delays

Pursuant to Government Code Section 14072.6(c)(1)(A), the Working Group was directed to develop recommendations to increase rail service coordination and reduce disruptions or delays, including, but not limited to, those caused by resiliency vulnerabilities, track closures, state of good repair, equipment, and staffing. The recommendations made pursuant to this should result in improved maintenance and conditions of assets, reduced track closures, and greater on-time performance.

2.1 State of Good Repair

CHALLENGE

The corridor lacks a comprehensive corridor-wide asset management framework or plan that integrates infrastructure, equipment, and facility conditions across all partners. Without a unified planning instrument, agencies operate against different asset inventories, performance standards, and replacement cycles, making it difficult to align investments, identify gaps, and present a coherent funding strategy to state and federal partners.

RECOMMENDTIONS

1. The corridor should develop a written fleet and asset management plan that aligns equipment, facilities, and infrastructure needs with funding. The plan should identify investment gaps with sufficient specificity to support grant applications and capital programming.
2. Require that the written fleet and facilities plan analyze opportunities for future shared equipment, maintenance and layover facilities, and processes that can drive efficiencies across all operators in the corridor. This should be complementary to the intercity fleet plan and layer analysis relevant to commuter rail operations where feasible.

CHALLENGE

State of good repair (SGR) projects remain needed and face significant hurdles. Administrative and policy barriers have adversely affected these projects and current federal, state, and local funding sources have proven inadequate in meeting increasing SGR needs.

RECOMMENDATIONS

1. Review state program for opportunities to support SGR rail projects where feasible. Program guidelines are encouraged to develop and incorporate specific considerations for SGR eligibility, emphasizing safety, reliability, and maintaining existing infrastructure.
2. Programs are encouraged to prioritize projects that include meaningful non-state local and federal funding contributions, while also recognizing circumstances where state investment may be necessary to address critical needs that exceed local fiscal capacity.

CHALLENGE

Grant funding deadlines for allocation and timely use of funds are often inflexible, creating potential funding gaps. Rigid timelines fail to account for common rail project uncertainties that are outside the control of project sponsors and may result in funding expiring before project completion. Additionally, while local agencies play a critical role in funding participation, non-state local and federal funding sources do not always prioritize regional and intercity rail investments when faced with competing needs.

RECOMMENDATIONS

1. Program criteria should allow for the prioritization of projects that demonstrate significant non-state local/federal funding contributions, recognizing local commitment as an indicator of project readiness and shared investment.

2.2 Coastal Resiliency

CHALLENGE

There is a need to carefully balance Coastal Commission policies that prioritize natural bluff, shoreline, and coastal access, with the need to protect critical rail infrastructure that supports statewide passenger service. In locations where existing improvements are vulnerable, there is a need to facilitate the timely repair or replacement of protective infrastructure necessary to maintain safe and reliable operations.

RECOMMENDATIONS

1. In coordination with the LOSSAN Working Group, the California State Transportation Agency (CalSTA) and the California Coastal Commission (CCC) should develop a cooperative agreement or MOU to identify where streamlining solutions for rail projects in the coastal zone can be identified and other solutions to assist in the delivery of rail projects. For example, if a federal nexus is identified project sponsors may coordinate with the Coastal Commission to determine whether the project can proceed through the federal consistency process in lieu of the traditional Coastal Development Permit (CDP). Additional clarity from the Coastal Commission on when each process applies would help project sponsors make informed decisions early and further improve permitting efficiency.
2. In coordination with the Coastal Commission, evaluate options to streamline and deliver projects that repair, maintain, or enhance *existing* passenger rail infrastructure, including existing protective measures such as seawalls. This could include clearly defined pathways for the repair or replacement of existing protective infrastructure where necessary to maintain safe and reliable rail operations, particularly in areas vulnerable to erosion and slope instability.

CHALLENGE

Emergency closures resulting from bluff failures, slope instability, storm damage, sea level rise, or other coastal resiliency challenges have historically lacked a standardized, systemwide response protocol. In many cases, responses are developed in an ad hoc manner, varying by jurisdiction, owning agency, or incident type. This lack of a unified framework can complicate coordination among state agencies, local jurisdictions, rail operators, emergency responders, and regulatory bodies, particularly when rapid action is required to ensure public safety and restore essential transportation services.

RECOMMENDATIONS

1. Develop a corridor-wide playbook that defines roles, decision thresholds, and timelines for agencies when bluff instability is detected. Include pre-defined triggers (e.g., erosion rates, track exposure, geotechnical warnings) to reduce ad hoc decision-making. This should include standardized communication protocols across agencies and to the public to avoid fragmented messaging during closures.
2. The State may develop a state emergency response protocol that mirrors the state's established role in freeway incidents for emergency incidents that exceeds a defined threshold. This may include, but is not limited to, Caltrans activating a standardized incident command structure for rail-related emergencies, including rapid deployment of field crews, engineers, and operations coordination. Utilize pre-positioned emergency contracts and resources to immediately stabilize infrastructure and protect the rail right-of-way. Coordinate directly with regional partners with authority to elevate issues to the Caltrans Director or CalSTA Secretary of Transportation as appropriate.

2.3 Track Closures

CHALLENGE

Track closures resulting from trespassers and vehicle strikes along the LOSSAN corridor occur with relative frequency and can lead to significant service disruptions, delays, and cascading impacts across the regional rail network. These incidents often involve interactions at grade crossings or along the right-of-way, where a lack of physical separation, inconsistent safety treatments, and human factors contribute to vulnerability. There is a need for a standardized, corridor-wide approach to reduce the frequency and severity of passenger and vehicle strikes.

RECOMMENDATIONS

1. The LOSSAN Working Group should establish a Vision Zero framework for rail within the LOSSAN Corridor, with the explicit goal of eliminating passenger and vehicle strike incidents through a combination of data-driven prioritization, targeted infrastructure investment, and coordinated interagency action.
2. Member agencies should compile and maintain a unified safety data set to identify and map high-risk locations with the greatest frequency and severity of incidents. Use that analysis to prioritize a ranked pipeline of targeted improvements: grade separations, enhanced barriers and fencing, upgraded crossing controls, and visibility and warning enhancements.
3. Implement ongoing performance monitoring to ensure continuous reduction of risk and measurable progress toward eliminating strikes corridor-wide.

CHALLENGE

While corridor-wide coordination among operators and infrastructure owners has improved through regular monthly forums, maintenance scheduling practices remain misaligned in terms of advance confirmation and temporal distribution. Short lead times for finalizing Absolute Work Windows (AWWs), combined with a concentration of closures on weekends when intercity ridership is highest, creates uncertainty for long-term planning, complicates customer communication and ticketing, and contributes to service disruptions, reduced ridership, and increased operational costs, often disproportionately affecting intercity services.

RECOMMENDATIONS

1. Commission an independent study to look at the most cost-effective way to implement work windows for all services across the corridor.
2. Establish a corridor-wide standard for earlier and more consistent confirmation of AWWs, aligning toward 60–90 day confirmation where feasible, while continuing annual and long-range AWW planning to preserve operational flexibility.
3. Expand coordination within existing monthly coordination calls to prioritize alignment of work windows — shifting where possible to nighttime or weekday closures that minimize intercity passenger impacts.
4. Proactively consolidate maintenance activities across operators to reduce the frequency and overlap of disruptions.

CHALLENGE

Equipment spare availability is a contributor to operational challenges. LOSSAN, the San Joaquins Joint Powers Authority (SJJPA), and the Capitol Corridor Joint Powers Authority (CCJPA) share a common pool of passenger equipment. NCTD and Metrolink do not share a common pool of equipment.

RECOMMENDATIONS

1. Leverage the Rail Fleet Consortium being led by the Caltrans Division of Rail as a primary vehicle for coordination. Use this venue to explore joint procurements and service contracting to attract more bidders and aggregate buying power statewide — broadening vendor competition, reducing unit costs, improving equipment interoperability, and strengthening overall fleet reliability and availability.

3.0 Policy Area B: Alternative management and operations models or structures that improve intercity and regional rail services.

Pursuant to Government Code Section 14072.6(c)(1)(A), the Working Group was directed to develop recommendations for alternative management and operations models or structures that improve intercity and regional rail services.

3.1 Alternative Management and Operations Models or Structures

CHALLENGE

There is a lack of an enforceable, corridor-wide decision-making forum or process, which often results in a reduced ability to align varying priorities, funding, interests between owners, operators, planners, regulators. As a result, corridor-wide outcomes are dependent on coordination that is largely voluntary and not always aligned with overall system performance.

RECOMMENDATIONS

1. Rather than creating a new layer of coordination by formalizing the SB 1098 Working Group, use existing avenues to formalize this coordination. Specifically, the working group recommends using the Rail Leadership Group for strategic leadership engagement and the LOSSAN Technical Advisory Committee as a staff led forum to advance priorities established by the Leadership Group.

The Working Group also discussed, but did not reach consensus on, two additional governance proposals considered during deliberations: establishing a

formal corridor operating review process with authority over schedule and work window approvals, and formalizing the SB 1098 Working Group as a permanent standing body with board-designated membership and a defined charter. These proposals are noted for the Legislature's awareness but are not carried forward as consensus recommendations of the Working Group.

CHALLENGE

There is a need for enhanced coordination at key transfer points between intercity and regional services in order to further improve the passenger experience across jurisdictions.

1. Encourage corridor operators to align schedule changes during the same periods of the year, with April and October identified as preferred implementation windows, while preserving flexibility for ad hoc changes to account for unanticipated extenuating circumstances. The goal is predictability for passengers and connecting services without creating an inflexible mandate that fails to account for operational realities.
2. Require regular updates and revisions to the LOSSAN schedule optimization study on a fixed cadence established in advance, to ensure that operations across corridor services are continually optimized.

The Working Group also discussed, but did not reach consensus on, three additional proposals in this area: mandating that all corridor operators implement schedule changes on a single fixed date; establishing reciprocal Ex-Officio membership between the LOSSAN Agency board and the Metrolink board of directors; and creating an independent entity with authority to review and approve schedules across multiple corridor operators. These proposals are noted for the Legislature's awareness but are not carried forward as recommendations of the Working Group.

CHALLENGE

Passenger rail operations on the LOSSAN corridor are constrained by private freight railroad control over much of the infrastructure used by public operators. Dispatching authority on key corridor segments are retained by the private infrastructure owners, leaving public agencies without direct control over on-time performance and scheduling flexibility.

RECOMMENDATIONS

1. In coordination with CalSTA and the Caltrans Division of Rail, designate a primary host railroad liaison and negotiator. This role may lead a coordinated freight railroad sub working group so that the LOSSAN corridor can speak with one voice on freight issues relevant to all member agencies, with a specific focus on Amtrak's federal statutory rights and how those rights can be more effectively leveraged across the corridor and statewide.

4.0 Policy Area C: Changes to state statutes, rules, or funding necessary to improve services in the corridor.

Pursuant to Government Code Section 14072.6(c)(1)(A), the Working Group was directed to develop recommendations for changes to state statutes, rules, or funding necessary to improve the quality, performance, usage, management, or frequency of passenger rail services with a focus on streamlining, clarifying, and improving existing processes or procedures. In making recommendations and providing feedback, the working group shall review how local and regional planning agencies responsible for recommending transportation strategies include information about train service, operations, capital projects, resiliency, and performance in their respective planning documents, including, but not limited to, sustainable communities strategies, regional transportation plans, transportation demand management plans, and long-range transportation plans.

4.1 Changes to State Statutes or Rules

CHALLENGE

There are opportunities to streamline or clarify CEQA requirements as they apply to passenger rail projects, in ways that maintain environmental protection while reducing time and cost.

RECOMMENDATIONS

1. Define review deadlines for agency comments and approvals on passenger rail projects subject to CEQA and create a formal conflict resolution protocol applicable when multiple jurisdictions impose conflicting requirements. Clear timelines and a defined escalation pathway may reduce the ad hoc nature of multi-agency review coordination and provide project sponsors with greater certainty in scheduling environmental clearance.
2. Consider making permanent the CEQA streamlining judicial review provisions for certain transportation-related projects introduced through SB 149 (Statutes of 2023), once all ten authorized letters have been issued and program outcomes have been evaluated. If evaluation demonstrates that the streamlined process delivers timely and defensible environmental review, the Legislature should consider extending those provisions to provide a durable tool for accelerating high-priority passenger rail investments.
3. Clarify CEQA and add the following to the existing statutory exemption: "Activities by an rail carrier or on behalf of a rail carrier under the authority of the Surface Transportation Board for the 'construction, acquisition, operation, abandonment, or discontinuance of spur, industrial, team switching, or side tracks, or facilities, even if the tracks are located, or intended to be located, entirely in one State.'"

4.2 Changes to Funding

As noted in the background section of this report, the Working Group's deliberations unfolded against a backdrop of significant fiscal pressure across the corridor's three primary passenger operators. Decreases in ridership and revenues, coupled with expensive capital projects (with costs rising faster than inflation), have led to a near-term funding crisis for some systems. Without

intervention, agencies risk cutting service to balance operating and capital budgets, a move that would undermine ridership, reliability, and public confidence, and lead to further budget, service and ridership reductions. Costs are rising due to a number of factors outside of typical transit agency control, from broader inflation, lack of control of underlying infrastructure, and land-use patterns.[11] Looking ahead, broader rail and transit funding also faces risks tied to shifting economic conditions and the transition to zero-emission vehicles, underscoring the urgency of finding solutions that stabilize operations both now and in the future.

The Working Group did not make recommendations on appropriations or funding levels, which are within the Legislature's purview, but the fiscal context informs the recommendations in this report. It should also be noted that the topic of funding is covered in other sections of this report, specifically as it relates to SGR projects and competitive grant funding programs.

CHALLENGE

As currently written, the Transportation Development Act (TDA) contains features that have not kept pace with current operating conditions. The farebox recovery ratio penalty, currently suspended due to the COVID-19 pandemic but scheduled to resume in fiscal year 2027, is the most immediate example. Reinstating a metric that was designed for pre-pandemic ridership patterns would penalize agencies still rebuilding their ridership base and divert institutional attention toward compliance rather than performance improvement.

RECOMMENDATIONS

1. Consistent with approved recommendations in the Transit Transformation Task force:
    a. Review opportunities to modernize the Transportation Development Act (TDA) by removing the farebox recovery ratio penalty and developing new metrics and performance measures that replace the farebox recovery penalty, which is currently suspended due to

[11] California State Transportation Agency. *Transit Transformation Task Force Final Report.* 2025. https://calsta.ca.gov/-/media/calsta-media/documents/tttf_-final_report-a11y.pdf

the COVID-19 pandemic, but is set to resume beginning in fiscal year 2027.

b. Review opportunities to develop new metrics and performance measures that replace the farebox recovery penalty and update these measures on a regular cadence.

c. Review opportunities to update other formulaic funding programs (i.e., LCTOP, SGR) to align with revisions to TDA reporting requirements and incentives.

4.3 Guidance for Addressing Intercity Rail in Regional Transportation Plans

CHALLENGE

Regional Transportation Plans (RTPs) travel demand models do not consistently or accurately account for the benefits of intercity passenger rail, which often accrue beyond the boundaries of any single metropolitan planning region. This means that the Pacific Surfliner service, as the second busiest intercity service in the country, is often undercounted in single-region planning processes.

RECOMMENDATIONS

1. Request Caltrans to provide greater technical assistance for intercity rail modeling in RTP development. For example, the Pacific Surfliner traverses the jurisdictions of six Metropolitan Planning Organizations (MPO), each of which independently develop its own travel demand models. These models are not necessarily calibrated to a common standard for intercity rail and may not share consistent assumptions. As a result, the benefits tied to intercity rail are likely being understated.
2. Request Caltrans to develop standardized technical guidance for how intercity passenger rail services that span multiple regions should be modeled in travel demand models used in RTPs.

CHALLENGE

There is a need to better integrate intercity passenger rail in regional planning processes.

RECOMMENDATIONS

1. Statewide guidance should be issued to establish a common framework for how passenger rail is described and coordinated in RTPs.
2. This may include: expectations for baseline documentation of existing and planned rail services, key corridor characteristics, and coordination with operators and state agencies, as well as clarifying roles when corridors span multiple MPOs.
3. Statewide guidance should be issued for how MPOs should reference corridor-level resiliency needs, such as common data sources, definitions, and high-level assessment expectations.
4. Align guidance with existing state resilience funding programs to help ensure that identified needs can more easily move from planning into project development.

5.0 Policy Area D: Coordination of Planning and Project Development through the Federal Corridor Identification and Development Program

Pursuant to Government Code Section 14072.6(c)(1)(A), the Working Group was directed to develop recommendations on coordination of planning and project development through the federal Corridor Identification and Development Program (CIDP) established pursuant to 49 U.S.C. Section 25101. The CIDP represents a significant opportunity for the LOSSAN Corridor to access federal capital funding by embedding corridor projects in a nationally recognized, FRA-coordinated planning framework.

Further, California remains committed to the Corridor Identification and Development Program process as a planning and investment framework for the five Caltrans-sponsored corridors, including the LOSSAN Corridor, regardless of the federal program's status. The state will continue applying its core planning principles to the service development planning process, including capital project sequencing tied to key service outcomes and coordination between state, regional, and operating partners, as the organizing framework for corridor-wide planning and investment decisions.

5.1 Member Agency Participation in the CIDP Process

RECOMMENDATIONS

1. Acknowledging that Caltrans serves as the lead agency and primary coordinator for California's participation in the CIDP, LOSSAN member agencies and the LOSSAN Agency will support and actively engage in the CIDP process by providing timely data, participating in federally required planning activities, and coordinating local project development work with the state-led corridor planning effort.
2. This approach is consistent with FRA's expectations for state rail authority involvement and positions California to speak with a unified voice in federal planning processes. Full LOSSAN corridor participation will strengthen the quality and credibility of the corridors selected for CIDP participation and improve the competitiveness of projects that emerge from the process for federal capital funding.

5.2 Alignment of Funding with CIDP Priorities

RECOMMENDATIONS

1. To the extent possible, CalSTA and Caltrans should endeavor to align state grant programs, including TIRCP, TCEP, and SCCP, with the project priorities established through the CIDP process. Inclusion of projects on the CIDP capital project list should be an explicit selection consideration in grant evaluations, recognizing that CIDP inclusion reflects a rigorous, federally coordinated prioritization process.
2. This approach reinforces the integrity and utility of the CIDP project list as a planning tool and positions LOSSAN Corridor projects to present a coherent funding strategy that pairs state investment with competitive federal

applications under programs such as CRISI, the Federal-State Partnership Program, and other federal funding opportunities.

5.3 Standing Interagency Coordination Structure for CIDP Milestones

RECOMMENDATIONS

1. The LOSSAN JPA, in coordination with Caltrans, should establish a standing interagency coordination structure specifically organized around Step 2 CIDP milestones and deliverables. This structure should provide regular touchpoints aligned with FRA's staged development process, with clear expectations for member agency participation and data contribution at each stage.
2. Structured milestone coordination reduces the risk of gaps in corridor-level data submissions, improves the quality of FRA deliverables, and builds institutional readiness for the capital project development that follows CIDP selection.

5.4 Federal Advocacy Grounded in CIDP Status

RECOMMENDATIONS

1. CalSTA, Caltrans, and the LOSSAN member agencies should actively leverage California's participation in the CIDP as a foundation for federal legislative and policy advocacy on behalf of the LOSSAN Corridor. Corridors with formal CIDP status occupy a recognized position within FRA's national passenger rail framework, and that status should be used strategically in engagements with FRA leadership, the Office of the Secretary of Transportation, and California's congressional delegation.
2. Advocacy efforts should connect corridor-specific investment needs to national policy priorities and should seek to advance LOSSAN Corridor projects in FRA budget discussions and competitive program design.

5.0 Conclusion

The LOSSAN Rail Corridor is one of California's most important transportation assets. It connects major metropolitan regions along the state's coast, serves millions of passengers annually, and supports the economic vitality of

communities from San Diego to San Luis Obispo. Sustaining and strengthening this corridor will require not only continued investment, but also the institutional structures capable of coordinating that investment effectively across a complex network of agencies, operators, jurisdictions, and infrastructure owners.

The Working Group approached its charge under SB 1098 with the recognition that many of the corridor's challenges reflect longstanding structural conditions. Governance arrangements, funding programs, and operational practices have evolved over time in ways that do not always align with the corridor's current scale, ridership, or performance expectations. The recommendations contained in this report reflect the Working Group's collective view that targeted and deliberate actions can improve coordination, strengthen reliability, and better position the corridor to meet future demand.

The recommendations in this report are intended to be actionable and designed to support both near-term implementation and long-term improvement. While some recommendations may be advanced administratively within existing authority, others may require additional coordination, policy development, or legislative action. Collectively, these recommendations are intended to improve corridor performance and strengthen the long-term viability, resiliency, coordination, and reliability of passenger and freight rail services.

The Working Group also recognizes that achieving the objectives outlined in this report will require sustained coordination among CalSTA, Caltrans, the LOSSAN Agency, corridor member agencies, the Legislature, as well as our partners at the federal, regional, and local levels. Continued collaboration, information sharing, and regular coordination among these entities will be important to maintaining momentum and advancing the recommendations identified in this report.

The California State Transportation Agency respectfully submits this report to the Legislature pursuant to SB 1098, and looks forward to continued collaboration with the Legislature, corridor partners, and federal stakeholders in support of these recommendations and the long-term performance of the LOSSAN Corridor.

Appendix A: Reference Documents

#	Document Title	Author / Agency
1	LOSSAN Corridor wide Schedule Optimization Study https://www.octa.net/pdf/LOSSAN_Optimization_Report_2022.pdf	LOSSAN Agency *2022*
2	LOSSAN Annual Business Plan https://www.octa.net/pdf/LOSSAN_Business_Plan_FY26-27-FY27-28.pdf?n=2026	LOSSAN Agency *2026*
3	The LOSSAN Rail Corridor: Advancing the Corridor's Capital Investment Priorities https://stran.senate.ca.gov/sites/stran.senate.ca.gov/files/LOSSAN%20Rail%20Corridor%20Report.pdf	California Senate Office of Research *2024*
4	2024 California State Rail Plan https://dot.ca.gov/programs/rail-and-mass-transportation/california-state-rail-plan	Caltrans *2024*
5	Corridor Identification and Development Program: Guidance for Applicants https://railroads.dot.gov/corridor-identification-and-development-program	Federal Railroad Administration (FRA) *2023*
6	Final Report from the Los Angeles-San Diego-San Luis Obispo (LOSSAN) San Diego Regional Rail Corridor Working Group https://calsta.ca.gov/-/media/calsta-media/documents/sdregrailcorridorfinalreportfinala11y.pdf	California State Transportation Agency (CalSTA) *2021*
7	Transit Transformation Task Force https://calsta.ca.gov/-/media/calsta-media/documents/tttf_-final_report-a11y.pdf	CalSTA *2025*

Appendix B: Working Group Meeting Agendas

[See Attachment]

Meeting Date	Meeting Title / Type	Location / Format	Agenda
February 19th, 2026	*LOSSAN Working Group Restart and Cadence*	*1 Gateway Plaza, Los Angeles, CA 90012*	*[Attached]*
March 27th, 2026	*Review Policy Areas A & D*	*550 South Main Street, Orange, CA 92863*	*[Attached]*
April 28th, 2026	*Review Policy Areas B & C*	*900 Wilshire Blvd, Los Angeles, CA 90017*	*[Attached]*
May 11, 2026	*Review Draft Report and Public Comment*	*Virtual*	*[Attached]*

LOSSAN Corridor Regional Working Group
February 19, 2026, from 11:30 AM – 2:30 PM
LA Metro Headquarters
1 Gateway Plaza
Los Angeles, CA 90012
Mulholland Conference Room (15th floor)

Time	**Agenda Item**	**Topic**	**Presenter**
11:30 am	Item 1	Welcome and introductions	Chair James Hacker, CalSTA
11:45 am	Item 2	LOSSAN Working Group Restart and Cadence	CalSTA
12:15 pm	Item 3	SB 1098 Overview, Framing and Discussion	CalSTA
1:00 pm	Item 4	LOSSAN Corridor ID Update + Discussion	Caltrans
1:30 pm	Item 5	Known Resiliency Projects	CalSTA, Caltrans + partner agencies
2:00 pm	Item 6	Open Discussion and Next steps	CalSTA + All
2:30 pm	Item 7	Adjourn	Chair James Hacker

Gavin Newsom
Governor

Toks Omishakin
Secretary

400 Capitol Mall, Suite 2340
Sacramento, CA 95814
916-323-5400
www.calsta.ca.gov

LOSSAN SB 1098 Working Group

March 27, 2026
1:00 PM

MEETING LOCATION: 550 South Main Street
Main Conference Room
Orange, CA 92863

Questions or inquiries about the meeting may be directed to the California State Transportation Agency (CalSTA) by contacting CalSTA at LOSSAN.SB1098@calsta.ca.gov, or by accessing the LOSSAN Working Group website located at https://calsta.ca.gov/subject-areas/lossan-working-group

AGENDA

1) Welcome and Opening Remarks

2) Review Report Outline and Structure

3) Review Policy Area 1 *(Strategies to increase rail service coordination and reduce disruptions or delays including, but not limited to, those caused by resiliency vulnerabilities, track closures, state of good repair, equipment, and staffing)*.

4) Review Policy Area 4 *(Coordination of planning and project development through the federal Corridor Identification and Development Program)*

5) Review Governing Board Approach for LOSSAN Agency, Metrolink and NCTD

6) Open Discussion

7) Next Steps

CALIFORNIA STATE TRANSPORTATION AGENCY

Gavin Newsom
Governor

Toks Omishakin
Secretary

400 Capitol Mall, Suite 2340
Sacramento, CA 95814
916-323-5400
www.calsta.ca.gov

LOSSAN SB 1098 Working Group

April 28, 2026
1:00 PM

MEETING LOCATION: 900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017

Questions or inquiries about the meeting may be directed to the California State Transportation Agency (CalSTA) by contacting CalSTA at LOSSAN.SB1098@calsta.ca.gov, or by accessing the LOSSAN Working Group website located at https://calsta.ca.gov/subject-areas/lossan-working-group

AGENDA

1) Welcome and Opening Remarks

2) Review Recommendations for Policy Area 'A' from March 2026 meeting.

3) Review Recommendations for Policy Area 'D' from March 2026 meeting.

4) Review Policy Area 'B' *(Alternative Management Models or Structures)*.

5) Review Policy Area 'C' *(Changes to Statutes, Rules, or Funding Necessary for Improvement)*

6) Open Discussion

7) Next Steps

Gavin Newsom
Governor

Toks Omishakin
Secretary

400 Capitol Mall, Suite 2340
Sacramento, CA 95814
916-323-5400
www.calsta.ca.gov

LOSSAN SB 1098 Working Group

May 11, 2026
1:00 PM

MEETING LOCATION: VIRTUAL MEETING

Questions or inquiries about the meeting may be directed to the California State Transportation Agency (CalSTA) by contacting CalSTA at LOSSAN.SB1098@calsta.ca.gov, or by accessing the LOSSAN Working Group website located at https://calsta.ca.gov/subject-areas/lossan-working-group

Interested parties may register using the following link: https://events.gcc.teams.microsoft.com/event/f0d6042a-7d60-4099-8545-7b48adf92a33@621b0a64-1740-43cc-8d88-4540d3487556

AGENDA

1) Welcome and Opening Remarks

2) Review Draft Recommendations for Policy Area A – Public Comment

3) Review Draft Recommendations for Policy Area B – Public Comment

4) Review Draft Recommendations for Policy Area C – Public Comment

5) Review Draft Recommendations for Policy Area D – Public Comment

6) Open Discussion

7) Next Steps



LOSSAN Working Group Public Comment Draft Recommendations Summary
June 26, 2026

CalSTA
CALIFORNIA STATE TRANSPORTATION AGENCY

Report Outline & Structure

Working Group Report to the California Legislature — SB 1098

CalSTA CALIFORNIA STATE TRANSPORTATION AGENCY

WORKING GROUP MANDATE — KEY TOPICS

Report due to Legislature covering:

(A) Service Coordination & Disruption Reduction

Strategies to improve maintenance, reduce track closures, address resiliency vulnerabilities, and enhance on-time performance.

(B) Alternative Management Models

Evaluation of management and operations structures that improve intercity and regional rail service delivery.

(C) Statutory & Funding Changes

Recommended changes to state law, rules, or funding to improve quality, frequency, governance, and planning integration across the corridor.

(D) Federal Funding Coordination

Alignment with the federal Corridor Identification and Development Program to expand capital funding opportunities.

CalSTA CALIFORNIA STATE TRANSPORTATION AGENCY

Report Structure: Key Sections

I–II	**Transmittal Letter & Executive Summary** Executive Summary and high-level findings across Topics A–D
III	**Introduction & Background** Corridor overview, SB 1098 legislative context
IV	**Topic A — Service Coordination** Findings and recommendations on resiliency, SGR, track closures, equipment, staffing
V	**Topic B — Alternative Management Models** Findings and recommendations on governance structures (TBD)
VI	**Topic C — Statutory & Funding Changes** Findings and recommendations on statutes, rules, funding (TBD)
VII	**Topic D — Federal CIDP Coordination** Findings, background, and recommendations on CID Program participation
VIII–X	**Cross-Cutting Themes, Conclusion & Appendices** Summary, priorities, call to action, membership, meeting notes, glossary

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Review Draft Policy Recommendations for A

Policy Area A – Strategies to increase rail service coordination and reduce disruptions or delays

1. The corridor should develop a written fleet and asset management plan that aligns equipment, facilities, and infrastructure needs with funding.
2. Review state programs for opportunities to support SGR rail projects where feasible.
3. In coordination with the LOSSAN Working Group, the California State Transportation Agency (CalSTA) and the California Coastal Commission (CCC) should develop a cooperative agreement or Memorandum of Understanding to identify where streamlining solutions for rail projects in the coastal zone can be identified and other solutions to assist in the delivery of rail projects.
4. Develop a corridor-wide playbook that defines roles, decision thresholds, and timelines for agencies when bluff instability is detected.

DRAFT CONTENT

CalSTA CALIFORNIA STATE TRANSPORTATION AGENCY

Policy Area A – Strategies to increase rail service coordination and reduce disruptions or delays

6. Establish a Vision Zero framework for rail within the LOSSAN Corridor, with the explicit goal of eliminating passenger and vehicle strike incidents through a combination of data-driven prioritization, targeted infrastructure investment, and coordinated interagency action.
7. Compile and maintain a unified safety dataset to identify and map high-risk locations with the greatest frequency and severity of incidents.
8. Implement ongoing performance monitoring to ensure continuous reduction of risk and measurable progress toward eliminating strikes corridor-wide.
9. Establish a corridor-wide standard for earlier and more consistent confirmation of AWWs
10. Proactively consolidate maintenance activities across operators to reduce the frequency and overlap of disruptions.
11. Leverage the Rail Fleet Consortium being led by the Caltrans Division of Rail as a primary vehicle for coordination. Use this venue to explore joint procurements and service contracting to attract more bidders and aggregate buying power statewide.

DRAFT CONTENT

CalSTA CALIFORNIA STATE TRANSPORTATION AGENCY

Review Draft Policy Recommendations for B

Policy Area B – Alternative Management and Operations Models

1. The working group recommends using the Rail Leadership Group for strategic leadership engagement and the LOSSAN Technical Advisory Committee as a staff led forum to advance priorities established by the Leadership Group.
2. Encourage corridor operators to align schedule changes during the same periods of the year, with April and October identified as preferred implementation windows, while preserving flexibility for ad hoc changes to account for unanticipated extenuating circumstances.
3. Require regular updates and revisions to the LOSSAN schedule optimization study on a fixed cadence established in advance, to ensure that operations across corridor services are continually optimized.
4. In coordination with CalSTA and the Caltrans Division of Rail, designate a primary host railroad liaison and negotiator.

DRAFT CONTENT

CalSTA CALIFORNIA STATE TRANSPORTATION AGENCY

Review Draft Policy Recommendations for C

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Policy Area C – Changes to state statutes, rules, or funding

1. Establish review deadlines for agency comments and approvals and create a formal conflict resolution protocol when multiple jurisdictions impose conflicting requirements.
2. Consider making permanent the CEQA streamlining judicial review for certain transportation-related projects introduced with SB 149 (statutes of 2023) once all ten authorized letters have been used and outcomes have been evaluated.
3. Request Caltrans to issue statewide guidance to establish a common framework for how passenger rail is described and coordinated in RTPs.
4. Request Caltrans to develop standardized technical guidance for how intercity passenger rail services that span multiple regions should be modeled in travel demand models used in RTPs.

DRAFT CONTENT

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Policy Area C – Changes to state statutes, rules, or funding

1. Consistent with approved recommendations in the Transit Transformation Task force:
   - Review opportunities to modernize the Transportation Develop Act (TDA) by removing the farebox recovery penalty, which is currently suspended due to the COVID-19 pandemic, but is set to resume beginning in fiscal year 2027.
   - Review opportunities to develop new metrics and performance measures that replace the farebox recovery penalty and update these measures on a regular cadence.
   - Review opportunities to update other formulaic funding programs (i.e., LCTOP, SGR) to align with revisions to TDA reporting requirements and incentives.

DRAFT CONTENT

CalSTA CALIFORNIA STATE TRANSPORTATION AGENCY

Review Draft Policy Recommendations for D

Policy Area D – Coordination of Planning and Project Development through the Federal CIDP

1. To the extent possible, CalSTA and Caltrans should endeavor to align state grant programs such as TIRCP, TCEP, SCCP, with the project priorities established through the CIDP process.
2. Recommend that the LOSSAN member agencies, in coordination with Caltrans, establish a standing interagency coordination structure specifically organized around stage 2 CID Program milestones and deliverables.
3. CalSTA, Caltrans and the LOSSAN member agencies should actively leverage California's participation in the CID Program as a foundation for federal legislative and advocacy on behalf of the LOSSAN Corridor. Corridors with formal CIDP status occupy a recognized position within FRA's national passenger rail framework, and that status should be used strategically in engagements with FRA leadership.

DRAFT CONTENT

CalSTA CALIFORNIA STATE TRANSPORTATION AGENCY

Next Steps

1	Public comment closes July 3rd, 2026.
2	Board feedback should be transmitted by this date for consideration and inclusion in the report.
3	Transmit report to legislature after board feedback is received by July 8th.
4	Resume regular quarterly cadence for future Working Group meetings, starting in August.

CalSTA CALIFORNIA STATE TRANSPORTATION AGENCY

METROLINK

metrolinktrains.com/meeting

ITEM ID:	**2026-245-0**
TRANSMITTAL DATE:	**June 18, 2026**
MEETING DATE:	**June 26, 2026**
TO:	**Board of Directors**
FROM:	**Tom Schamber, Chief Financial Officer**
SUBJECT:	**Report of Financial Results for the 10 months ending April 2026**

Issue

This report covers monthly Ridership, Revenue, and Financial Operating Performance for the ten months ended April 30, 2026.

Recommendation

Receive and file.

Strategic Commitment

This report aligns with the Strategic Business Plan commitments of:

- **Modernizing Business Practices:** We will improve our operational efficiency through transparency, objective metrics and streamlined governance, reducing over-reliance on Member Agency support while bringing our system into a state of good repair and investing in the development of our employees. Providing current and accurate information based on factual data to our Board enhances their oversight and ability to provide direction.

- **Customers Are Our Business:** We respect and value our customers, putting them at the heart of all we do, and work hard to attract and retain new customers by understanding their needs and finding new and innovative ways to bring them on board. Our close monitoring of our ridership is a reflection of our unflagging efforts to ensure our actions are serving their needs.

Background

Early in the calendar year, Sperry Capital/KPMG updated its forecasting model to better capture changes in ridership patterns during the post-COVID recovery period. Instead of a single model, they have created line-specific models to capture local nuances in ridership patterns. While the adopted budget will remain the budget, we are now providing comparisons of actual ridership and revenue results to both the adopted budget and the updated forecast.

Year-to-date actual Ridership and Revenue are shown with comparisons to last year, the budget, and the new forecast, both Systemwide and by each Line. A separate section of charts will show Farebox Revenue by Month by Line.

Since the end of the free Student Adventure Pass in July 2025, staff noticed a growing discrepancy between conductor counts and ridership estimates based on ticket sales. Results from the June 2025 Onboard Survey provide evidence that student ridership in FY25 was overestimated. Original ridership estimates incorrectly assumed that all Student Adventure Passes were used to make a round-trip on Metrolink. However, survey results from the June 2025 Onboard Survey show that one in three students takes Metrolink in one direction only. Therefore, the assumption of 2 rides per student has been reduced to 1.5 rides. This finding was also supported by an analysis of fare transaction data before and after the end of the Student Adventure Pass. The survey data also indicates the need for recalibrating Monthly Pass usage rates, which had not been updated since before the pandemic. The new data reflect an average monthly pass usage of 4.4 days per week, up from 3.7 rides previously.

Staff has prepared updated ridership estimates for FY25 and FY26. The updated usage rates have no impact on revenue. Revenue shown as Fare Revenues includes Farebox Revenue plus all Farebox subsidies. Presentations in prior years showed only the Student Adventure Pass Subsidy included in farebox revenue. Now, all subsidies are included in the Fare Revenues number for both FY25 and FY26.

Expenses as adopted in the FY26 Operating Budget will be shown in comparison to the actual expenditures and to actuals from last year.

Board Adopted Operating Budgets for FY26

On June 27, 2025, the SCRRA Board of Directors adopted the FY26 Operating Budget for Metrolink. The Budget reflected Operating Revenue of $76.9M, Expenses of $352.4M, and Member Agency Support of $275.5M.

The Board of Directors also adopted the FY26 Operating Budget for Arrow Service, which reflects Operating Revenue of $690K, Expenses of $18.2M, and Member Agency Support of $17.5M.

On February 27, 2026, the Board of Directors adopted an amendment to the FY26 Metrolink Operating Budget in the amount of an addition to operating expense of $914,029.

Discussion

In mid-January 2026 a refreshed forecast was received from Sperry Capital/KPMG. Staff is

including this refreshed forecast on the attached charts.

Ridership
For the ten months ended April 2026 ridership was forecasted at 7.8M boardings, a 78% recovery, while the actual boardings were 6.2M, a 62% recovery, below original forecast by 1.6M. However, the actual is over the refreshed forecast by 405K riders.

Fare Revenue
For the Ten months ended April 2026, the Authority's Fare Revenues were budgeted at $48.1M or a 70% recovery, while the actual Fare Revenues are $36.2M, a 53% recovery, under budget by $11.9M. However, revenues exceed the refreshed forecast by $406K. Unsubsidized Farebox Revenue is up 14% over last year.

Fare Revenue for the month of April in FY25 reflects a timing difference in the collection of subsidies for the Student Adventure Pass Program. There is no corresponding jump in ridership because this is a revenue adjustment only.

Ridership and Revenue by Line
Results by Line for ridership through April show that all lines except San Bernardino and Antelope Valley have increased ridership compared to last year. The data also shows that ridership is exceeding the refreshed forecast for all lines.

Results by Line for revenue show every line has increased its Unsubsidized Revenue over last year, five of the seven lines have combined Subsidized and Unsubsidized Revenue higher than last year. The two lines that were below last year for combined revenue received a greater proportion of Revenue from the now-expired Student Adventure Pass subsidy.

The charts by line show the number of trains on each line. This is important from a financial perspective because it provides insight into each train's revenue generation.

Operating Results for Metrolink
Operating Revenue is $52.8M, under budget by $10.8M or 17.0%.
Expenses are $270.0M, below budget by $23.8M or 8.1%. Some expenses may contain accru
Member Agency Support required is $217.1M, below budget by $13.0M, or 5.7%. The foreca

The Metrolink Operating Statement for the period ended April 30, 2026, is attached for further r

Arrow Service

Ridership
Through April 2026, Arrow Service ridership was forecasted at 145K boardings, while the actua

Fare Revenues
Through April 2026, Arrow Service Fare Revenues were budgeted at $352K, while the actuals

Operating Results for Arrow
Operating Revenue is $430K, under budget by $134K or 23.7%.
Expenses are $12.6M, below budget by $2.5M or 16.6%. Some expenses may include accrua
Support required is $12.2M, below budget by $2.4M or 16.3%.

The Arrow Service Operating Statement for the period ended April 30, 2026, is attached for furt

Next Steps

Staff will continue to report on Ridership, Revenue and Financial results monthly.

Prepared by:	Christine Wilson, Assistant Director, Finance
Approved by:	Tom Schamber, Chief Financial Officer

Attachment(s)

Attachment A - Metrolink April 2026 Operating Statement
Attachment B - Arrow April 2026 Operating Statement
Presentation - April 2026 Financial Results

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
PRELIMINARY OPERATING STATEMENT
FOR THE TEN MONTHS ENDING APRIL 30, 2026

	FY26 BUDGET	FY26 ACTUAL	VARIANCE FROM BUDGET OVER/(UNDER) AMOUNT	VARIANCE FROM BUDGET OVER/(UNDER) %	FY25 ACTUAL	VARIANCE FROM PRIOR YEAR ACTUAL OVER/(UNDER) AMOUNT	VARIANCE FROM PRIOR YEAR ACTUAL OVER/(UNDER) %
Operation Revenue							
Farebox Revenue	42,644,619	30,624,022	(12,020,596)	(28.2%)	26,929,863	3,694,160	13.7%
SB Line Fare Reduction	335,701	408,464	72,764	21.7%	531,164	(122,700)	(23.1%)
Mobility 4 All	0	589,399	589,399	0	627,049	(37,649)	(6.0%)
Student Youth Discount Grant	2,941,758	2,313,950	(627,808)	(21.3%)	0	2,313,950	0.0%
Student Adventure Pass	0	0	0	0	6,133,406	(6,133,406)	(100.0%)
Other Train Subsidies	2,137,851	2,240,181	102,330	4.8%	2,174,933	65,248	3.0%
Special Trains	0	0	0	0	39,200	(39,200)	(100.0%)
Subtotal Fare Revenues	**48,059,928**	**36,176,017**	**(11,883,911)**	**(24.7%)**	**36,435,614**	**(259,597)**	**(0.7%)**
Dispatching	1,880,580	2,346,081	465,501	24.8%	2,193,148	152,933	7.0%
Other Revenues	2,393,870	2,928,108	534,238	22.3%	3,754,834	(826,726)	(22.0%)
MOW Revenues	11,267,070	11,361,132	94,062	0.8%	11,648,629	(287,497)	(2.5%)
Total Operating Revenues	**63,601,448**	**52,811,338**	**(10,790,110)**	**(17.0%)**	**54,032,225**	**(1,220,887)**	**(2.3%)**
Student Adventure Pass MA Support	**0**	**0**	**0**	**0**	**3,211,300**	**(3,211,300)**	**(100.0%)**
Operating Expenses							
Operations & Services							
Train Operators	45,392,256	45,722,152	329,895	0.7%	40,308,080	5,414,072	13.4%
Train Dispatch	4,955,044	4,983,315	28,272	0.6%	4,804,298	179,018	3.7%
Equipment Maintenance	26,948,277	26,829,406	(118,871)	(0.4%)	25,797,552	1,031,854	4.0%
Materials	12,880,587	12,734,694	(145,893)	(1.1%)	12,090,847	643,847	5.3%
Fuel	26,525,750	25,087,264	(1,438,486)	(5.4%)	23,532,726	1,554,538	6.6%
Operating Facilities Maintenance	4,201,041	3,521,005	(680,036)	(16.2%)	1,673,105	1,847,900	110.4%
Other Operating Train Services	927,084	951,595	24,511	2.6%	545,942	405,653	74.3%
Security - LA Sheriffs	11,487,330	10,162,071	(1,325,259)	(11.5%)	9,896,338	265,733	2.7%
Security - SB Sheriffs	2,741,790	2,483,016	(258,774)	(9.4%)	0	2,483,016	0.0%
Security - Guards	4,735,300	4,836,779	101,479	2.1%	4,358,036	478,743	11.0%
Supplemental Security	92,651	0	(92,651)	(100.0%)	0	0	0.0%
Public Safety Program	55,780	17,834	(37,946)	(68.0%)	24,579	(6,745)	(27.4%)
Passenger Relations	1,648,640	1,450,674	(197,966)	(12.0%)	1,492,720	(42,047)	(2.8%)
TVM Maint/Revenue Collection	5,029,340	4,314,836	(714,505)	(14.2%)	3,677,455	637,380	17.3%
Marketing	2,879,851	2,027,114	(852,737)	(29.6%)	1,721,084	306,030	17.8%
Media & External Communications	250,190	71,396	(178,794)	(71.5%)	77,722	(6,326)	(8.1%)
Utilities / Leases	2,369,500	2,069,878	(299,622)	(12.6%)	1,976,295	93,584	4.7%
Transfers to Other Operators	2,410,000	2,807,734	397,734	16.5%	2,671,080	136,654	5.1%
Amtrak Transfers	573,160	881,083	307,923	53.7%	543,033	338,050	62.3%
Station Maintenance	5,816,690	4,083,901	(1,732,789)	(29.8%)	3,196,229	887,673	27.8%
Rail Agreements	6,109,130	5,785,891	(323,239)	(5.3%)	5,208,479	577,412	11.1%
Subtotal Operations & Services	**168,029,391**	**160,821,639**	**(7,207,752)**	**(4.3%)**	**143,879,271**	**16,942,367**	**11.8%**
Maintenance-of-Way							
MoW - Line Segments	43,837,468	41,275,908	(2,561,560)	(5.8%)	37,555,976	3,719,932	9.9%
MoW Labor & Benefits	3,941,915	4,300,374	358,459	9.1%	3,734,841	565,533	15.1%
Overhead MoW Expenses	3,871,762	2,565,598	(1,306,164)	(33.7%)	2,871,688	(306,089)	(10.7%)
MoW - Extraordinary Maintenance	690,630	358,885	(331,745)	(48.0%)	471,957	(113,071)	(24.0%)
Subtotal Maintenance-of-Way	**52,341,775**	**48,500,766**	**(3,841,009)**	**(7.3%)**	**44,634,462**	**3,866,304**	**8.7%**
Administration & Services							
Ops Salaries & Benefits	15,810,292	15,139,131	(671,161)	(4.2%)	15,376,768	(237,637)	(1.5%)
Ops Non-Labor Expenses	10,206,414	8,033,593	(2,172,821)	(21.3%)	7,029,391	1,004,202	14.3%
Indirect Administrative Expenses	22,315,610	18,766,191	(3,549,419)	(15.9%)	15,843,262	2,922,929	18.4%
Ops Professional Services	1,717,972	845,111	(872,861)	(50.8%)	1,622,395	(777,284)	(47.9%)
Subtotal Administration & Services	**50,050,288**	**42,784,027**	**(7,266,261)**	**(14.5%)**	**39,871,817**	**2,912,210**	**7.3%**

Contingency	41,677	13,400	(28,277)	(67.8%)	13,300	100	0.8%
Total Operating Expenses	**270,463,131**	**252,119,831**	**(18,343,300)**	**(6.8%)**	**228,398,849**	**23,720,982**	**10.4%**
Insurance Expense (Recoveries)							
Liability/Property/Auto/Misc	15,669,920	13,546,161	(2,123,759)	(13.6%)	13,661,894	(115,733)	(0.8%)
Net Claims / SI	1,533,960	99,808	(1,434,152)	(93.5%)	331,988	(232,180)	(69.9%)
Claims Administration	1,838,380	1,942,668	104,288	5.7%	1,131,933	810,735	71.6%
Subtotal Insurance Expense/Recoveries	**19,042,260**	**15,588,637**	**(3,453,623)**	**(18.1%)**	**15,125,815**	**462,822**	**3.1%**
Total Operating Expenses	**289,505,391**	**267,708,468**	**(21,796,923)**	**(7.5%)**	**246,735,964**	**20,972,504**	**8.5%**
Mini Bundle Mobilization	0	0	0	0	5,628,452	(5,628,452)	(100.0%)
Total Expenses with Mobilization	**289,505,391**	**267,708,468**	**(21,796,923)**	**(7.5%)**	**252,364,417**	**15,344,052**	**6.1%**
Mega Events	1,331,019	480,984	(850,035)	(63.9%)	0	480,984	0.0%
CFR Compliance	342,395	165,249	(177,146)	(51.7%)	0	165,249	0.0%
Outside 20	2,566,572	1,603,473	(963,099)	(37.5%)	0	1,603,473	0.0%
Total Expenses	**293,745,377**	**269,958,174**	**(23,787,203)**	**(8.1%)**	**252,364,417**	**17,593,757**	**7.0%**
Unbudgeted Special Trains							
Net effect of Unbudgeted Special Trains	**0**	**45,243**	**45,243**	**0**	**153,511**	**(108,268)**	**(70.5%)**
Net Loss	**(230,143,929)**	**(217,101,593)**	**13,042,336**	**5.7%**	**(198,178,680)**	**(18,922,913)**	**(9.5%)**

Positive variance

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
ARROW SERVICE
PRELIMINARY OPERATING STATEMENT
FOR THE TEN MONTHS ENDING APRIL 30, 2026

	FY26 BUDGET	FY26 ACTUAL	VARIANCE FROM BUDGET OVER/(UNDER) AMOUNT	%	FY25 ACTUAL	VARIANCE FROM PRIOR YEAR ACTUAL AMOUNT	%
Operation Revenue							
Farebox Revenue	299,495	188,734	(110,761)	(37.0%)	168,066	20,668	12.3%
Mobility 4 All	8,087	4,369	(3,717)	(46.0%)	5,495	(1,125)	(20.5%)
Student Youth Discount Grant	44,210	30,352	(13,859)	(31.3%)	0	30,352	0.0%
Student Adventure Pass	0	(0)	(0)	0	154,310	(154,310)	(100.0%)
Subtotal Fare Revenues	**351,792**	**223,455**	**(128,337)**	**(36.5%)**	**327,871**	**(104,416)**	**(31.8%)**
MOW Revenues	212,200	206,699	(5,501)	(2.6%)	211,227	(4,528)	(2.1%)
Total Operating Revenues	**563,992**	**430,154**	**(133,838)**	**(23.7%)**	**539,098**	**(108,944)**	**(20.2%)**
Operating Expenses							
Operations & Services							
Train Operators	3,456,584	2,630,240	(826,344)	(23.9%)	3,184,141	(553,901)	(17.4%)
Train Dispatch Fee	150,660	150,660	0	0.0%	12,979	137,681	1,060.8%
Equipment Maintenance	3,525,510	3,338,419	(187,091)	(5.3%)	2,813,672	524,746	18.6%
Materials	1,148,506	290,924	(857,582)	(74.7%)	75,042	215,882	287.7%
Fuel	362,910	350,364	(12,546)	(3.5%)	317,874	32,491	10.2%
Operating Facilities Maintenance	384,590	284,720	(99,870)	(26.0%)	132,452	152,268	115.0%
Other Operating Train Services	14,580	6,103	(8,477)	(58.1%)	6,207	(104)	(1.7%)
Security - SB Sheriffs	1,918,080	1,734,595	(183,485)	(9.6%)	0	1,734,595	0.0%
Security - Guards	230,380	223,515	(6,865)	(3.0%)	217,494	6,021	2.8%
Public Safety Program	13,890	0	(13,890)	(100.0%)	0	0	0.0%
Passenger Relations	11,590	8,908	(2,682)	(23.1%)	14,718	(5,811)	(39.5%)
TVM Maint/Revenue Collection	84,200	65,378	(18,822)	(22.4%)	65,929	(551)	(0.8%)
Marketing	166,700	170,201	3,501	2.1%	93,382	76,820	82.3%
Media & External Communications	3,640	0	(3,640)	(100.0%)	0	0	0.0%
Utilities / Leases	230,350	259,310	28,960	12.6%	249,474	9,836	3.9%
Transfers to Other Operators	8,330	8,681	351	4.2%	4,888	3,793	77.6%
Mobilization Arrow	0	0	0	0	1,076,040	(1,076,040)	(100.0%)
Subtotal Operations & Services	**11,710,501**	**9,522,018**	**(2,188,483)**	**(18.7%)**	**10,175,771**	**(653,754)**	**(6.4%)**
Maintenance-of-Way							
Maintenance-of-Way Fee	**1,495,879**	**1,495,879**	**0**	**0.0%**	**947,740**	**548,139**	**57.8%**
Administration & Services							
Ops Salaries & Benefits	828,670	607,956	(220,714)	(26.6%)	613,705	(5,748)	(0.9%)
Ops Non-Labor Expenses	280,750	259,883	(20,867)	(7.4%)	246,128	13,755	5.6%
Indirect Administrative Expenses	734,804	681,910	(52,894)	(7.2%)	374,094	307,816	82.3%
Ops Professional Services	6,320	0	(6,320)	(100.0%)	50,702	(50,702)	(100.0%)
Subtotal Administration & Services	**1,850,544**	**1,549,749**	**(300,795)**	**(16.3%)**	**1,284,628**	**265,120**	**20.6%**
Total Operating Expenses	**15,056,923**	**12,567,645**	**(2,489,278)**	**(16.5%)**	**12,408,140**	**159,506**	**1.3%**
Insurance Expense (Recoveries)							
Liability/Property/Auto/Misc	87,050	78,345	(8,705)	(10.0%)	87,050	(8,705)	(10.0%)
Net Claims / SI	7,710	0	(7,710)	(100.0%)	0	0	0.0%
Claims Administration	4,170	0	(4,170)	(100.0%)	0	0	0.0%
Subtotal Insurance Expense (Recoverie	**98,930**	**78,345**	**(20,585)**	**(20.8%)**	**87,050**	**(8,705)**	**(10.0%)**
Total Operating Expenses	**15,155,853**	**12,645,990**	**(2,509,863)**	**(16.6%)**	**12,495,190**	**150,801**	**1.2%**
CFR Compliance	11,912	1,853	(10,059)	(84.4%)	0	1,853	0.0%
Total Expenses	**15,167,765**	**12,647,843**	**(2,519,922)**	**(16.6%)**	**12,495,190**	**152,654**	**1.2%**
Net Loss	**(14,603,774)**	**(12,217,689)**	**2,386,084**	**16.3%**	**(11,956,092)**	**(261,598)**	**(2.2%)**

Positive variance

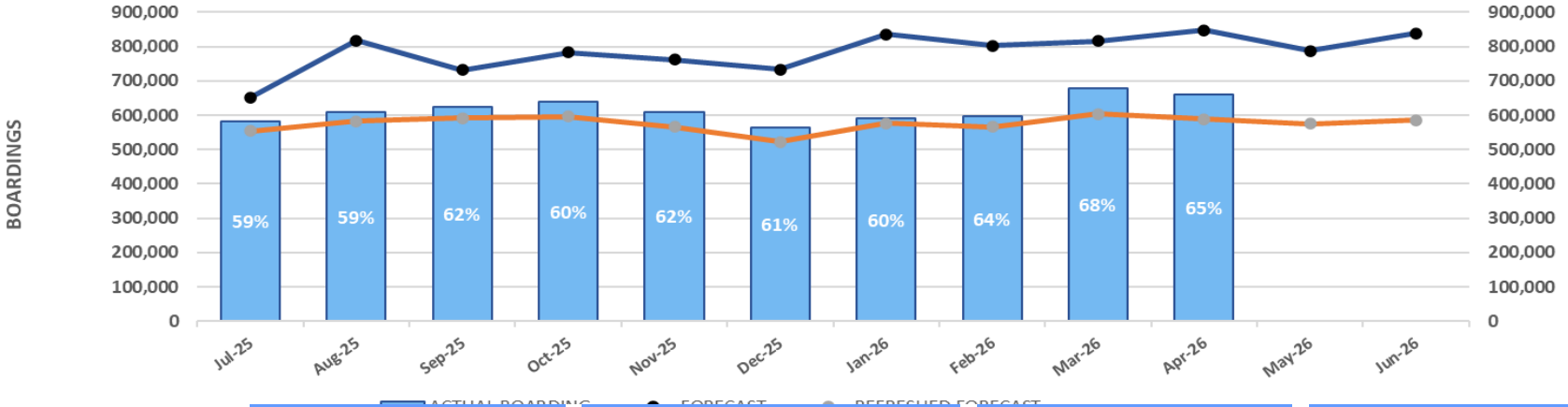


METROLINK

April 2026 – Financial Results

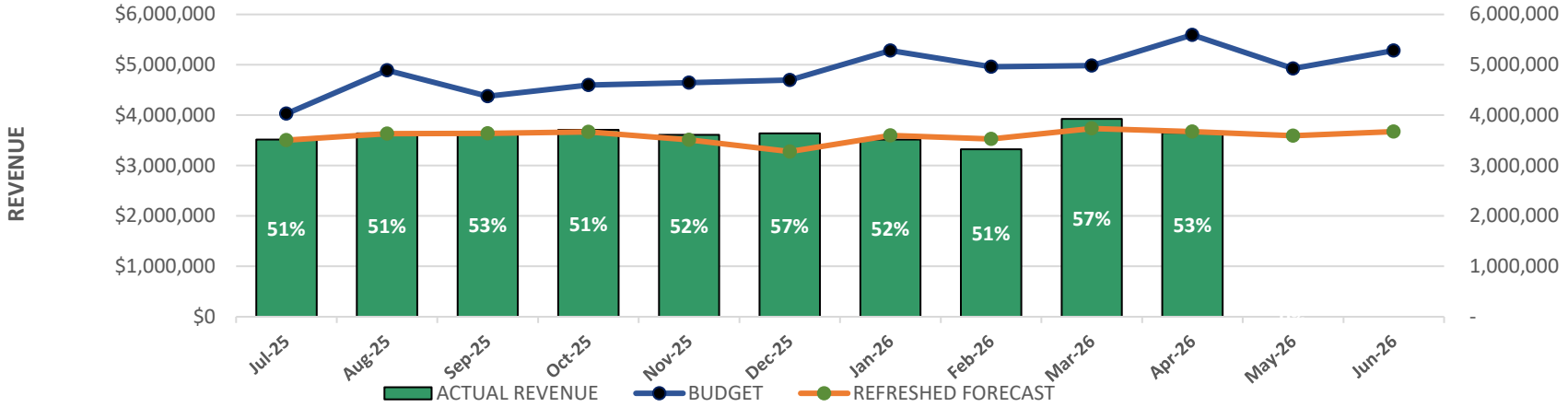
Receive and file 901

Systemwide FY26 Forecast vs Actual & Recovery % Ridership



PERIOD	FORECAST		REFRESHED FORECAST		ACTUAL		RIDERSHIP VARIANCES	
	BOARDINGS	RECOVERY	BOARDINGS	RECOVERY	BOARDINGS	RECOVERY	FROM BUDGET	FROM REFRESH
JULY-25	652,288	66%	554,004	56%	581,688	59%	(70,600)	27,684
AUGUST-25	816,690	79%	582,078	57%	609,942	59%	(206,748)	27,864
SEPTEMBER-25	731,333	72%	591,591	58%	623,205	62%	(108,128)	31,614
FY26 Q1 TOTAL	**2,200,311**	**73%**	**1,727,673**	**57%**	**1,814,835**	**60%**	**(385,476)**	**87,162**
OCTOBER-25	782,087	74%	596,237	56%	639,051	60%	(143,036)	42,814
NOVEMBER-25	761,601	77%	566,763	57%	610,310	62%	(151,291)	43,547
DECEMBER-25	732,661	80%	522,568	57%	564,325	61%	(168,336)	41,757
FY26 YTD Q2 TOTAL	**4,476,659**	**75%**	**3,413,241**	**57%**	**3,628,521**	**61%**	**(848,138)**	**215,280**
JANUARY-26	834,933	85%	576,350	59%	591,313	60%	(243,620)	14,963
FEBRUARY-26	802,262	86%	566,020	60%	596,907	64%	(205,355)	30,887
MARCH-26	816,182	81%	603,744	60%	678,369	68%	(137,813)	74,625
FY26 Q3 YTD TOTAL	**6,930,036**	**78%**	**5,159,355**	**58%**	**5,495,110**	**62%**	**(1,434,926)**	**335,755**
APRIL-26	847,271	83%	589,034	58%	658,752	65%	(188,519)	6 902
Fiscal Year to Date	**7,777,307**	**78%**	**5,748,389**	**58%**	**6,153,862**	**62%**	**(1,623,445)**	**405,472**

Systemwide FY26 Forecast vs Actual & Recovery %
Fare Revenues (includes subsidies)

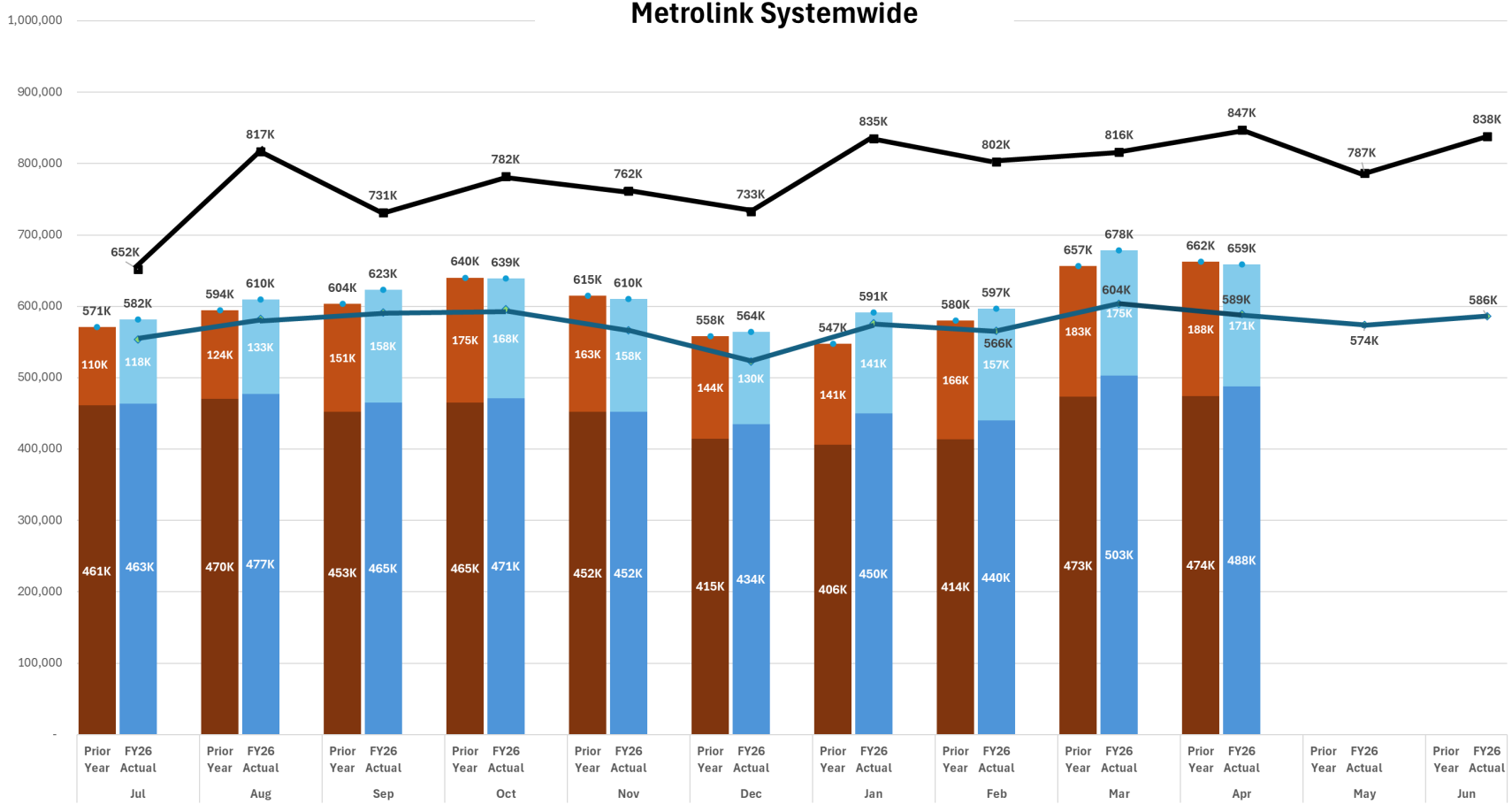


BUDGET		REFRESHED FORECAST		ACTUAL		REVENUE VARIANCES	
REVENUE	RECOVERY	REVENUE	RECOVERY	REVENUE	VARIANCE	FROM BUDGET	FROM REFRESH
4,028,677	59%	3,503,679	51%	3,515,246	51%	(513,431)	11,567
4,890,365	69%	3,633,802	51%	3,637,351	51%	(1,253,014)	3,549
4,374,645	64%	3,637,842	53%	3,648,662	53%	(725,983)	10,820
$ 13,293,687	**64%**	**10,775,323**	**52%**	**$ 10,801,259**	**52%**	**(2,492,428)**	**25,936**
4,600,054	63%	3,667,953	51%	3,710,352	51%	(889,702)	42,399
4,646,303	67%	3,508,394	51%	3,609,112	52%	(1,037,191)	100,718
4,695,741	74%	3,278,615	52%	3,638,849	57%	(1,056,892)	360,235
$ 27,235,785	**66%**	**21,230,285**	**51%**	**$ 21,759,572**	**53%**	**(5,476,213)**	**529,287**
5,281,638	78%	3,601,311	53%	3,516,067	52%	(1,765,571)	(85,244)
4,963,251	77%	3,528,792	55%	3,323,139	51%	(1,640,112)	(205,653)
4,985,398	73%	3,735,967	54%	3,925,877	57%	(1,059,521)	189,910
$ 42,466,072	**69%**	**32,096,354**	**52%**	**$ 32,524,655**	**53%**	**(9,941,417)**	**$ 428,301**
5,593,855	80%	3,674,139	53%	3,651,363	53%	(1,942,492)	(22,776)
$ 48,059,927	**70%**	**$ 35,770,493**	**52%**	**$ 36,176,018**	**53%**	**$ (11,883,909)**	**$ 405,525**

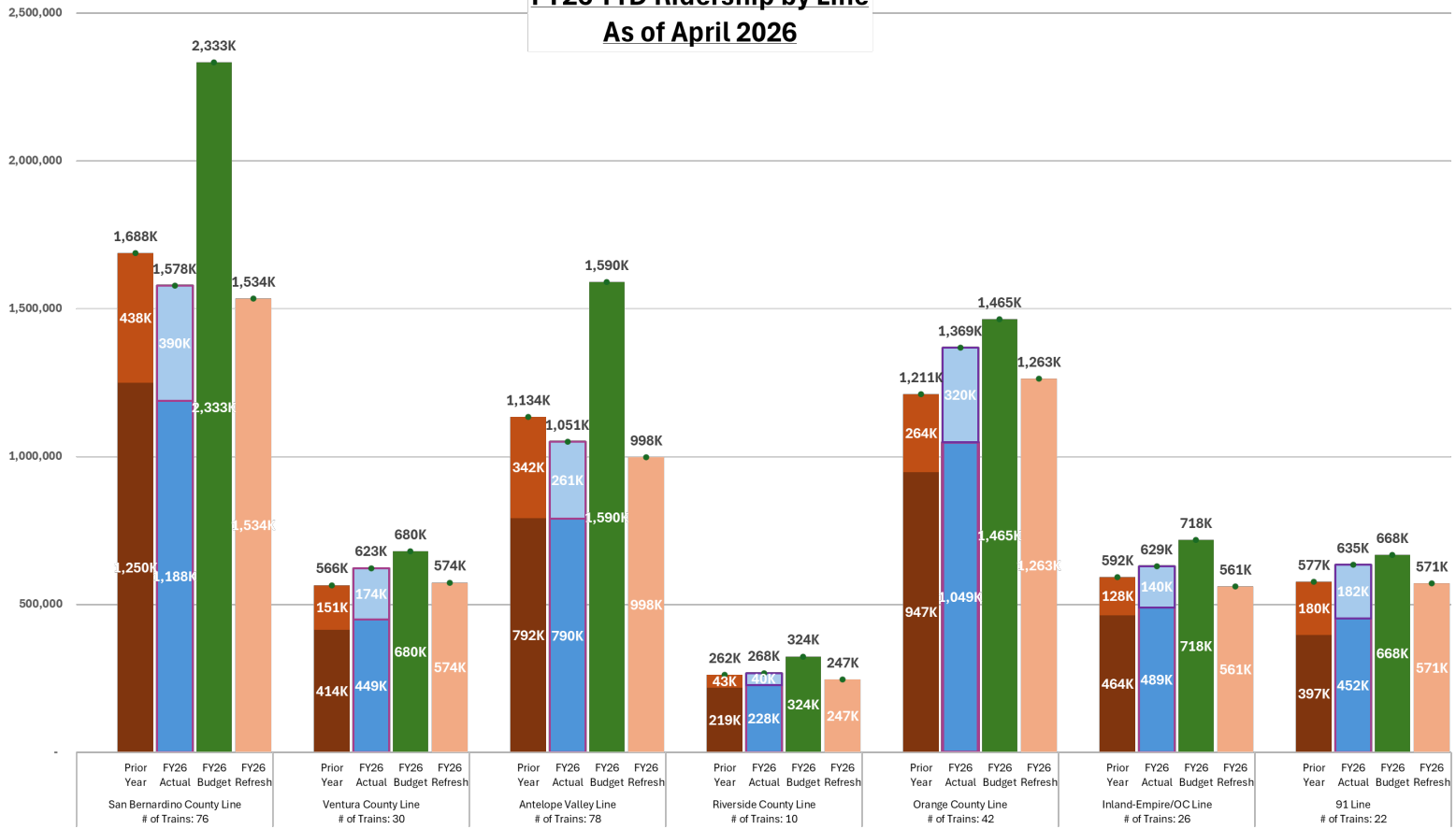
903

FY26 Ridership by month - April 2026

Metrolink Systemwide



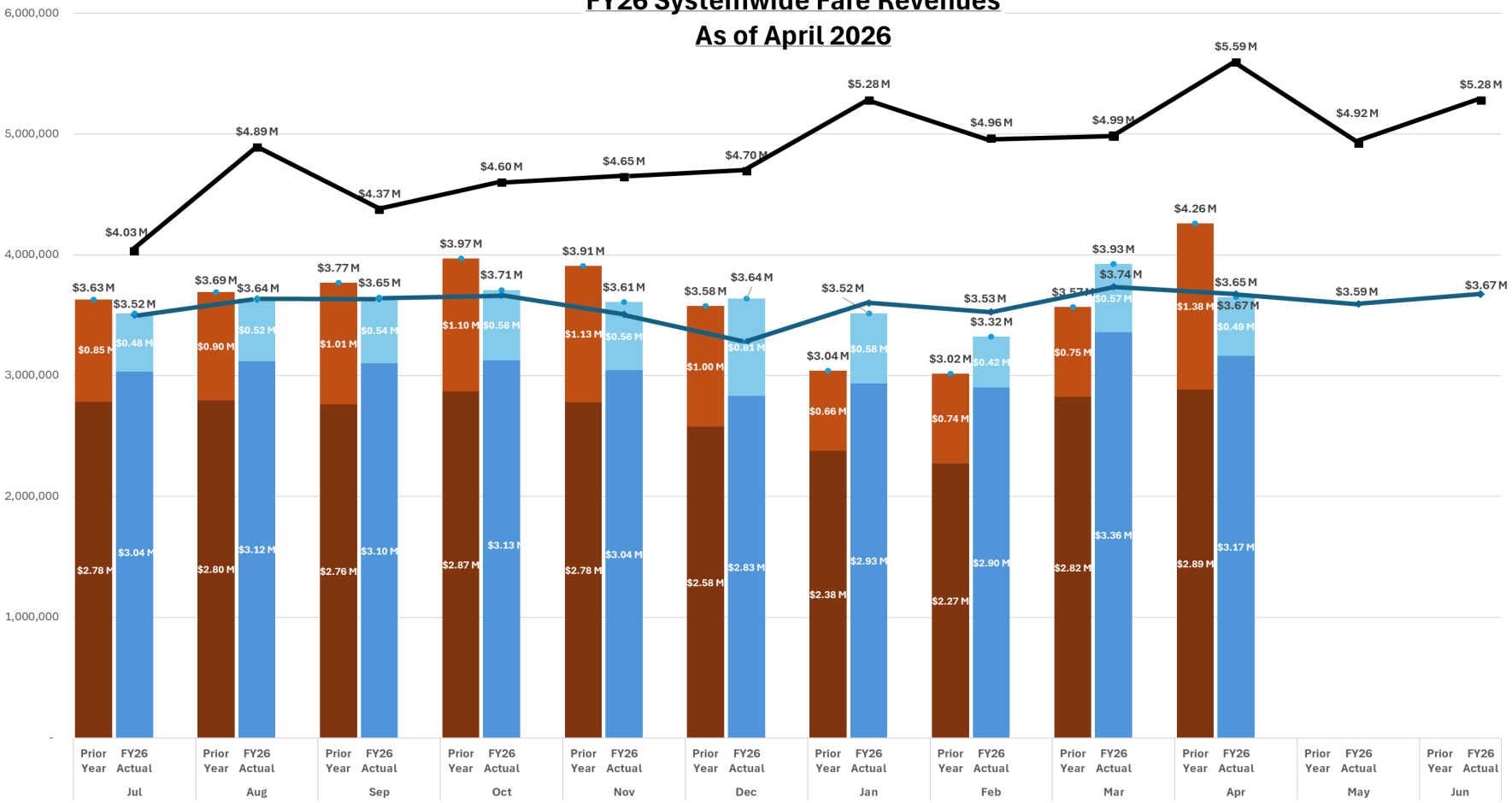
FY26 YTD Ridership by Line
As of April 2026



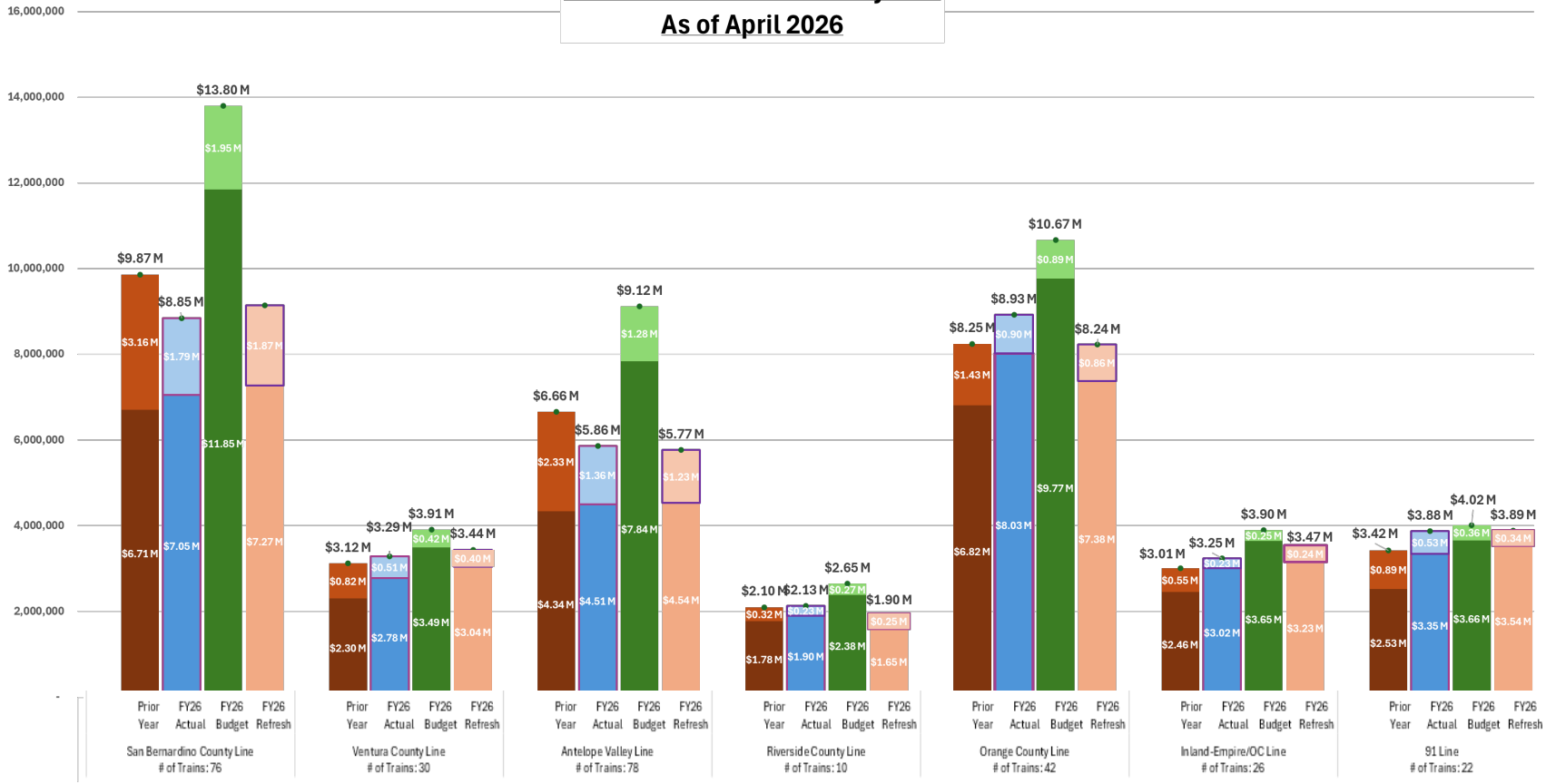
Upper portion of Bar = Subsidized Ridership
Lower Portion of Bar = Base Ridership

905

FY26 Systemwide Fare Revenues
As of April 2026



FY26 YTD Fare Revenues by Line
As of April 2026



Upper portion of Bar = Subsidized Revenue
Lower Portion of Bar = Base Revenue

907



Financial Results for April 2026

- **Total Operating Revenue is $52.8M, under budget by -$10.8M or -17.0%** ↓
- **Total Expenses are $270.0M, under budget by -$23.8M or -8.1%** ↓
- **Overall Member Agency Support Required is currently in surplus by $13.0M** ↓

Major Categories <u>below</u> budget:

- Indirect Admin ↓ by $3.5M
- Insurance/Legal ↓ by $3.5M
- MOW–Line Segments ↓ by $2.6M
- Fuel ↓ by $1.4M
- Operation Non-Labor ↓ by $2.2M
- Station Maintenance ↓ by $1.7
- L.A. Sheriffs ↓ by $1.3M
- MEGA Events ↓ by $0.9M
- Outside 20' ↓ by $1.0M
- Ops Professional Services ↓ by $0.9M
- Misc Others ↓ by $4.8M

Note:

Some of these expenses include accruals.

Comparisons are to the Adopted Budget not the refreshed forecast.

Arrow direction indicates over or under budget

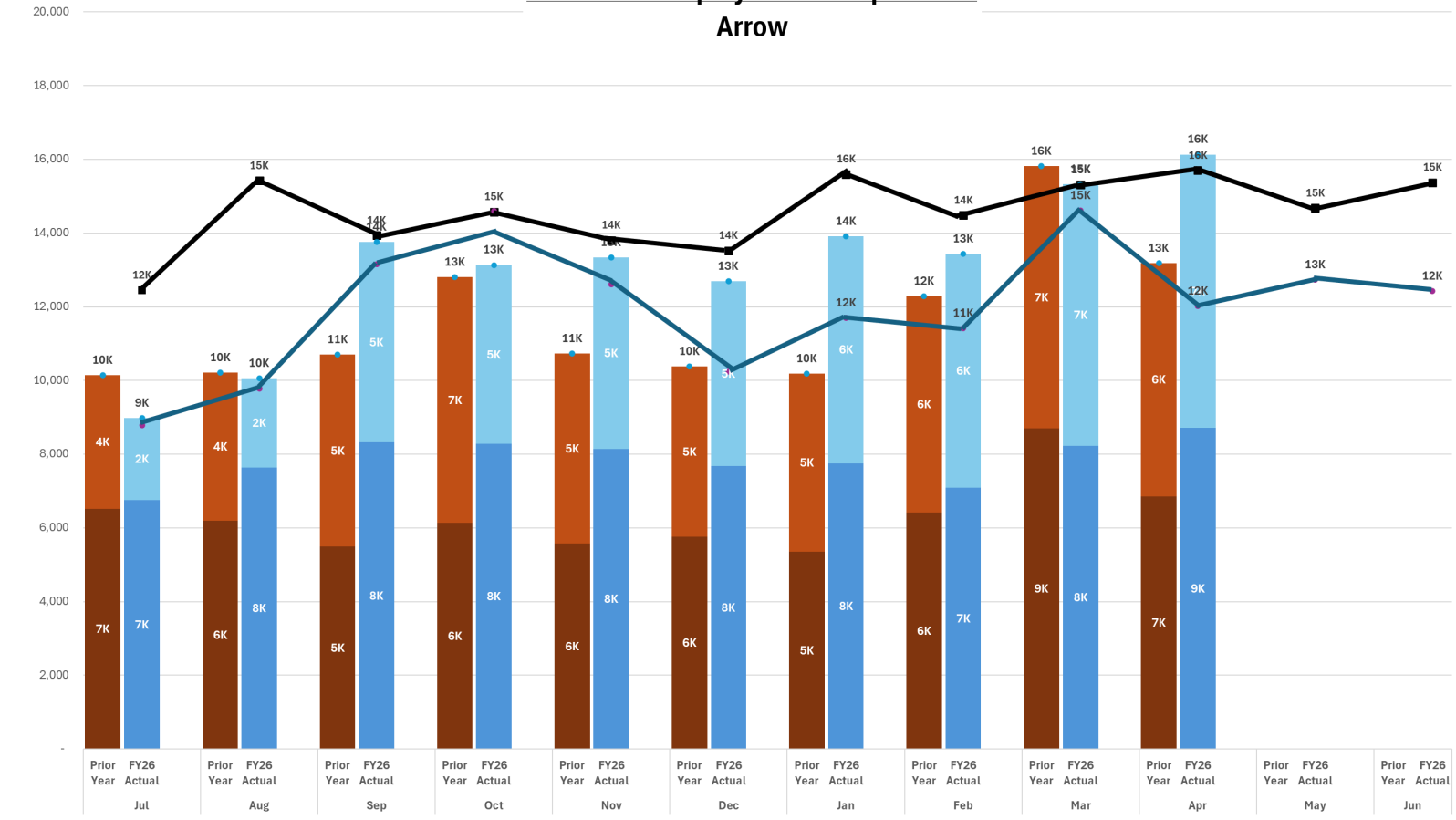
↓ Unfavorable

↓ Favorable



Arrow Service

FY26 Ridership by month - April 2026
Arrow

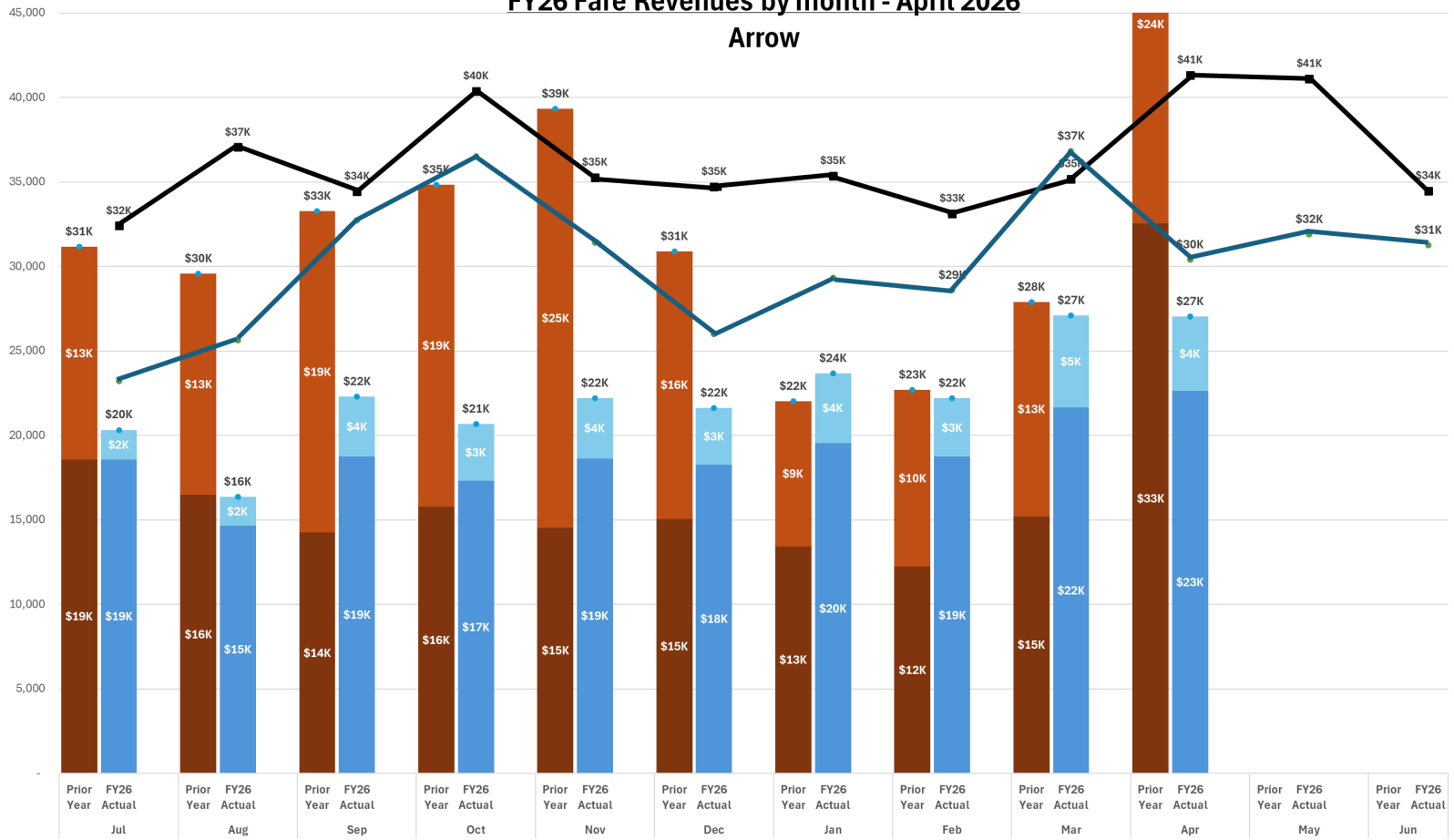


Upper portion of Bar = Subsidized Ridership

Lower Portion of Bar = Base Ridership

FY26 Fare Revenues by month - April 2026

Arrow



Prior Year (FY25)

FY26

Original Forecast

Refreshed Forecast

Upper portion of Bar = Subsidy Revenue

Lower Portion of Bar = Base Revenue

FY26 Arrow Service Financial Results

Financial Results for YTD April 2026

Operating Revenue is $430K, under budget by $134K or -23.7%

Total Expenses are $12.6M, under budget by $2.5M or -16.6%

Support is $12.2M, under budget by $2.4M or 16.3%

Arrow direction indicates over or under budget

Unfavorable

Favorable

Note:
Comparisons are to the Adopted Budget not the refreshed forecast.

METROLINK



METROLINK

Thank you.

METROLINK

metrolinktrains.com/meeting

ITEM ID:	**2026-232-0**
TRANSMITTAL DATE:	**June 18, 2026**
MEETING DATE:	**June 26, 2026**
TO:	**Board of Directors**
FROM:	**Elisabeth Lazuardi, Director, Audit**
SUBJECT:	**Performance Audit: Inventory Obsolescence Controls**

Issue

The Internal Audit Department (Internal Audit) completed the Performance Audit: Inventory Obsolescence Controls (2026-04-IA).

Recommendation

Receive and file.

Strategic Commitment

This report aligns with the Strategic Business Plan commitment of:

- **Modernizing Business Practices:** SCRRA will continue improving operational efficiency, accountability, and stewardship of agency resources through strengthened internal controls and oversight processes. Through this audit, opportunities for improvement were identified related to inventory obsolescence policies, system functionality, inventory tracking, and monitoring practices to support more effective inventory management operations.

Background

This audit was included in the FY 2026 Internal Audit Annual Plan approved by the Board of Directors.

Discussion

The objective of the audit was to evaluate whether SCRRA has established adequate procedures, processes, and internal controls to identify, monitor, and manage obsolete, excess, or inactive inventory in a timely manner.

There were three (3) findings and three (3) recommendations in the audit report. Management agreed with the findings and developed corrective actions.

Next Steps

Internal Audit will track the progress of the corrective actions developed by management.

Prepared by:	David Rogers, Senior Auditor
Approved by:	Elisabeth Lazuardi, Director, Audit

Attachment(s)

Attachment A - 2026-04-IA Inventory Obsolescence
Presentation - Inventory Obsolescence Controls Audit

Southern California Regional Rail Authority (SCRRA)

Internal Audit Department



Performance Audit:

Inventory Obsolescence Controls

Project Code: 2026-04-IA

Date: May 29, 2026

Presented to:	Board of Directors
Prepared by:	Elisabeth Lazuardi, Director, Audit David Rogers, Senior Auditor Claudia Casasola, Auditor II
Distributed to:	Darren Kettle, Chief Executive Officer Tom Schamber, Chief Financial Officer Kevin Gray, Chief Technology Officer

EXECUTIVE SUMMARY

The Internal Audit Department (Internal Audit) completed the *Audit of Inventory Obsolescence Controls (Project No. 2026-04-IA)* as part of the Board approved Fiscal Year 2026 Annual Internal Audit Plan.

SCRRA maintains railroad operating spare parts inventory consisting primarily of Mechanical, Communications and Signal, and Track and Structure materials used to support rolling stock maintenance, signal system reliability, and right-of-way infrastructure. Materials Management is responsible for purchasing, controlling, and monitoring this inventory in coordination with operating departments and maintenance contractors. As of February 28, 2026, SCRRA maintained approximately $33.2 million in inventory across 13 inventory locations and 5 right-of-way locations along the rail system.

Objective:

The objective of this audit was to evaluate whether SCRRA has established adequate procedures, processes, and internal controls to identify, monitor, and manage obsolete, excess, or inactive inventory in a timely manner.

Scope Limitation:

The following scope limitations were identified during the audit:

- Inventory associated with the Arrow fleet was excluded from the scope of this audit because it is not managed within SCRRA's inventory systems.
- Parts management and maintenance planning activities related to the overall locomotive fleet, including funding, parts availability, and supply chain constraints impacting maintenance activities and procurement of materials, were outside the scope of this audit and were not reviewed in detail.

Findings and Recommendations:

Findings:

1. End-to-End Process for Managing Obsolete Inventory Not Fully Documented
2. Current Inventory System Capabilities Are Limited
3. Opportunities Exist to Improve Monitoring of Long-Inactive Inventory

Recommendations:

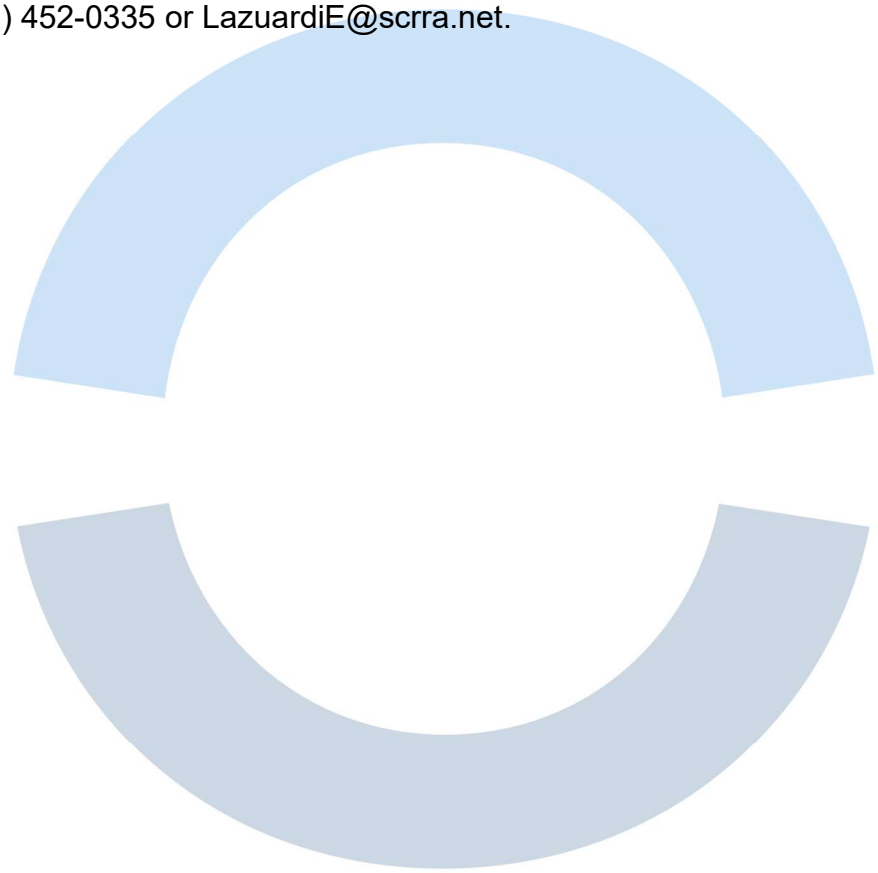
1. Develop and document a comprehensive end-to-end procedure for managing obsolete inventory across its full lifecycle
2. Evaluate opportunities to enhance system functionality and processes to better support forecasting and inventory planning
3. Strengthen inventory monitoring and tracking practices, including documentation of inventory adjustments, visibility over materials outside the inventory system, and classification of inactive inventory

REVIEW OF REPORT

Materials Management has reviewed and agrees with the audit findings and recommendations in this report and has developed a corrective action plan to address the recommendations.

Internal Audit thanks the Materials Management Department management and staff for their assistance and cooperation during our audit.

If you have any questions or comments, please contact Elisabeth Lazuardi, Director, Audit at (213) 452-0335 or LazuardiE@scrra.net.



GLOSSARY of ACRONYMS

Acronyms	Definition
FIS	Financial Information System
IT	Information Technology
MM	Materials Management
ROW	Right-of-Way
SCRRA	Southern California Regional Rail Authority (Metrolink)
SOP	Standard Operating Procedure

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INTRODUCTION

The Internal Audit Department conducted an audit of Inventory Obsolescence Controls (Project No. 2026-04-IA). This audit was included in the Fiscal Year 2026 Annual Internal Audit Plan approved by the Board of Directors.

BACKGROUND

SCRRA maintains inventory consisting of railroad operating spare parts that support rolling stock maintenance, communications and signal systems, and track and structure infrastructure. Materials Management (MM) is responsible for the purchasing, control, and monitoring of this inventory and supports rolling stock, track, and signals and communications maintenance activities. Materials Management coordinates with operating departments and maintenance contractors to support equipment maintenance, right-of-way repair, and signal system reliability.

Materials Management reviews inventory usage to identify inactive or outdated items and maintain warehouse space for critical parts. Maintaining accurate inventory records also supports accurate financial reporting. Without timely review and disposition, obsolete inventory may accumulate and create financial and operational risk.

SCRRA maintains three primary inventory types: Mechanical Inventory, Communications and Signal Inventory, and Track and Structure Inventory. These categories support locomotive and railcar maintenance, signal and communication system reliability, and right-of-way infrastructure repair and maintenance. As of February 28, 2026, Materials Management oversees these inventory categories with a total balance of $33,235,409, stored across 13 inventory locations (including maintenance facilities and storage yards) and five right-of-way locations along the rail system.

The table below summarizes inventory balances by inventory type as of February 28, 2026.

Inventory Type	Balance at 2/28/2026*
Mechanical Inventory	$ 18,834,017
Track & Structure	7,776,966
Communications & Signal	6,624,426
Total	$ 33,235,409

* Information obtained from a report generated by Materials Management Department entitled "*Inventory Locations 2/28/2026*"

Materials Management maintains Standard Operating Procedures (SOPs) and financial policies that govern inventory management, including procedures related to inventory monitoring, review of inactive inventory, and financial accounting for inventory adjustments.

Inventory transactions and balances are recorded in the Trapeze Enterprise Asset Management (Trapeze) system, which serves as the operational system of record for asset maintenance and inventory activity. The system is used to track inventory quantities, record receipts and issuances, and support maintenance operations across rolling stock, track infrastructure, and signal systems.

SCRRA contracted with Trapeze Software Group in November 2020 to implement an Enterprise Asset Management system to support a centralized asset management environment. The system is intended to consolidate previously siloed asset management functions and support improved monitoring, reporting, and management of agency assets.

The Financial Information System (FIS) is used for financial reporting and general ledger activity. Inventory balances recorded in the Trapeze system are reconciled to the general ledger within FIS to support financial reporting.

OBJECTIVES, SCOPE, AND METHODOLOGY

OBJECTIVES

The objective of this audit was to evaluate whether SCRRA has established adequate procedures, processes, and internal controls to identify, monitor, and manage obsolete, excess, or inactive inventory in a timely manner.

SCOPE

The scope of this audit included inventory balances, activity, and related monitoring controls for the period January 1, 2025, through February 28, 2026. The audit focused on how SCRRA identifies inactive or obsolete inventory, reviews and approves disposition, and records related financial adjustments. Audit procedures included reviewing inventory data in the Trapeze system. Audit procedures excluded reviewing accounting treatment, financial reporting, and general ledger activities within the Financial Information System (FIS).

Scope Limitations and Out-of-Scope Matters

Inventory associated with the Arrow fleet was excluded from this audit because it is not managed within SCRRA's inventory systems.

In addition, during the audit, Internal Audit identified several high-risk concerns related to parts management and maintenance planning for the overall locomotive fleet. These concerns reflect broader challenges for the Agency.

Based on discussions with management and review of March 27, 2026, Board of Directors Meeting materials, funding constraints have limited the consistent performance of scheduled maintenance and major engine overhauls, contributing to component failures. These issues are further exacerbated by the Agency being the sole operator of

the F125 locomotive, which has created significant procurement hurdles due to the extremely limited production of parts and lack of a broader market for the equipment. Furthermore, general supply chain constraints (such as long lead times for parts and limited availability of components sourced internationally) have hindered the timely acquisition of materials. Collectively, these factors have contributed to recent service reductions implemented by the Agency.

While these matters may impact inventory planning and operations, they were outside the scope of this audit and were not reviewed in detail.

METHODOLOGY

To accomplish the audit objective, Internal Audit:

- Interviewed key personnel within Materials Management, Operations, Program Delivery, and Finance.
- Reviewed relevant policies and Standard Operating Procedures related to inventory monitoring and disposition.
- Obtained and analyzed inventory activity reports out of the Trapeze System.
- Performed data analysis of inventory activity reports to identify long-inactive inventory items and locations with higher concentrations of excess or obsolete inventory.
- Conducted site visits and inventory observations at selected inventory locations to assess inventory condition, storage practices, and the presence of inactive or obsolete materials.
- Evaluated the design and operating effectiveness of controls related to the identification, review, approval, and disposition of obsolete inventory, including coordination between Materials Management, Operations, and Finance.
- Reviewed supporting documentation for selected inventory items to assess compliance with established procedures.

We conducted this performance audit in accordance with *generally accepted government auditing standards* and in conformance with the *Global Internal Audit Standards promulgated by the Institute of Internal Auditors*. Those standards require that we plan and perform the audit to obtain sufficient and appropriate evidence to provide a reasonable basis for our findings and conclusions based on our audit objectives. We believe that the evidence obtained provides a reasonable basis for our findings and conclusions based on our audit objectives.

CONCLUSION

Overall, Internal Audit found that SCRRA has established processes to monitor inventory activity and identify inventory that may be inactive or obsolete. Materials Management

performs periodic reviews of inventory usage and coordinates with Operations and Finance when inventory items are identified for potential disposition, demonstrating a proactive approach to inventory oversight.

While these processes provide a foundation for monitoring inventory activity, opportunities exist to improve documentation of the obsolete inventory process, strengthen system capabilities, improve inventory data completeness, and enhance monitoring of long-inactive inventory. Addressing these areas will help improve visibility over inventory and support more consistent identification and disposition of obsolete materials.

OBSERVATIONS, RECOMMENDATIONS, AND MANAGEMENT RESPONSES

Finding 1: End-to-End Process for Managing Obsolete Inventory Not Fully Documented

Criteria

The May 2025 *Standards for Internal Control in the Federal Government* (Green Book), issued by the U.S. Government Accountability Office, establish that internal control should be designed and implemented to help management achieve objectives and respond to risks.

- **Section 1 Fundamental Concepts of Internal Control Section OV1.01** states "Internal control is a process effected by an entity's oversight body, management, and other personnel, designed to provide reasonable assurance that the objectives of an entity will be achieved."
- **Section 1 Fundamental Concepts of Internal Controls Section OV1.04** states "Control activities are actions that management establishes through policies and procedures as part of the control activities component to specifically mitigate risks to achieving the entity's objectives to acceptable levels."

Condition

SCRRA does not have a single documented end-to-end procedure for identifying, reviewing, approving, and disposing of obsolete inventory.

As part of the audit, Internal Audit reviewed inventory-related Standard Operating Procedures (SOPs) and policies to determine whether SCRRA has documented procedures for identifying, reviewing, approving, and disposing of obsolete inventory. The following documents were reviewed:

- *SOP MM-01 – Materials Management*
- *SOP MM-02 – Inventory Management*
- *SOP MM-03 – Vendor Managed Inventory (VMI)*
- *SOP MM-04 – Storeroom After-Hours Access*
- *SOP MM-05 – Repair and Return*
- *SOP MM-06 – Contractor Materials Process:*
- *Finance Policy FIN -4.5 -Railroad Parts/Materials Inventory Recovery*

Based on Internal Audit's review, SOP MM-02 – Inventory Management and Finance Policy FIN-4.5 – Railroad Parts / Materials Inventory Recovery address certain aspects of the obsolete inventory process. SOP MM-02 includes criteria for identifying obsolete inventory and elements of the review and approval process, while Finance Policy FIN-4.5 addresses the accounting treatment of obsolete inventory, including identification, write-

offs/downs, and financial reporting. However, these documents do not provide a complete description of the full lifecycle or reflect a comprehensive, end-to-end workflow.

A complete lifecycle would include documented procedures describing how each of the following steps are performed:

- How items are identified as obsolete, including criteria and responsible personnel
- Who is responsible for notifying appropriate personnel and how that notification occurs
- What documentation is required to support disposition decisions and how it is maintained
- How approvals are obtained, including required levels of approval and Member Agency concurrence where applicable
- How the method of disposal is determined (e.g., auction, sale, donation, or discard)
- How disposal activities are executed, including roles and responsibilities
- How proceeds are transferred to Finance
- How inventory is removed or adjusted within the Trapeze system.

Cause

The obsolete inventory review and disposition process has developed over time through operational practices across multiple departments and has not been consolidated into a single documented end-to-end procedure.

Effect

The risk of not having a documented end-to-end process for managing obsolete inventory is that inventory review, disposition, and tracking activities may be performed inconsistently, limiting management oversight and clarity for staff responsible for these activities.

Recommendation

1. Materials Management should develop and document a single, comprehensive end-to-end procedure that describes the full lifecycle for managing obsolete inventory. The procedure should define how each step in the process is performed, including:

    - How items are identified as obsolete, including criteria and responsible personnel.
    - Who is responsible for notifying appropriate personnel and how that notification occurs.
    - What documentation is required to support disposition decisions and how it is maintained.
    - How approvals are obtained, including required levels of approval and Member Agency concurrence where applicable.

- How the method of disposal is determined (e.g., auction, sale, donation, or discard).
- How disposal activities are executed, including roles and responsibilities.
- How proceeds are transferred to Finance and recorded.
- How inventory is removed or adjusted within the Trapeze System, including supporting documentation for inventory adjustments and disposals.

Management Response

Management agrees. While aspects of inventory obsolescence processes are captured in various SOPs, a single, comprehensive SOP would be more effective.

Corrective Action Plan

1. A comprehensive inventory obsolescence SOP will be developed and implemented.

Target Implementation Date

October 31, 2026

Responsible for Implementation

Cynthia Minix, Director of CPMM
Eduardo Tovar, Manager II Inventory Control

Accountable for Implementation

Tom Schamber, Chief Financial Officer

Finding 2: Current Inventory System Capabilities Are Limited

Criteria

The May 2025 *Standards for Internal Control in the Federal Government* (Green Book), issued by the U.S. Government Accountability Office, provide criteria for designing, implementing, and operating effective internal control systems. The following Green Book criteria were applicable**:**

- **Section 1: Fundamental Concepts of Internal Control, OV1.03** states: “Internal control comprises the plans, methods, policies, procedures, and other mechanisms used to fulfill the mission, strategic plan, goals, and objectives of the entity.”
- **Principle 13 – Use Quality Information** indicates that management should use quality information to achieve the entity’s objectives. This principle further

indicates that relevant data from reliable sources should be processed into quality information to support internal control and operational decision-making.

Condition

SCRRA utilizes the Trapeze system to manage inventory quantities and record inventory transactions. The system supports key inventory functions, including tracking quantities on hand, recording receipts and issuances, and maintaining inventory records across multiple locations.

However, based on discussions with Materials Management personnel and review of system reports, the current system configuration provides limited support in certain areas that assist with inventory monitoring and planning. As a result, some activities such as inventory aging analysis and forecasting require manual analysis outside of the system using reports and spreadsheets.

Examples of system limitations noted during the audit include:

- Limited forecasting functionality.

  Based on discussions with Materials Management personnel and review of system functionality, the Trapeze system does not currently provide robust tools to support forecasting future inventory demand. As a result, forecasting and planning activities rely in part on manual analysis and operational knowledge.

- Limited ability to generate extended aging analysis.

  Management generates reports identifying items with no activity for five years as part of its process to review inventory that may be classified as excess or obsolete and submits to Applicable Project Managers for evaluation. Determining the age of inventory items requires manual review and analysis of the underlying data. During audit procedures, Internal Audit expanded this analysis to identify inventory with no activity for ten or more years using external data analysis. The current system does not readily produce summary aging reports with defined aging categories, which may make it more difficult to quickly identify long-inactive inventory.

- Limited ability to evaluate operational needs for inactive inventory.

  During inventory observations, Internal Audit noted that certain Track & Structure and Signals & Communications components had no activity for more than ten years but may still be required due to long lead times or specialized infrastructure needs. In some cases, these items may have significant replacement costs. The current system does not allow management to flag or classify these items to indicate that they remain operationally necessary despite long periods of inactivity.

- Limited linkage between inventory and underlying assets.

Effective forecasting may require the ability to link inventory items to the assets they support (e.g., rolling stock, track infrastructure, or signal and communication systems). Currently, this linkage does not exist in the current system. Without this linkage, it may be more difficult to determine whether certain inventory items are still required when related assets are retired, replaced, or upgraded.

Cause

The Trapeze system is primarily configured to support asset, maintenance, and inventory transaction tracking. Certain analytical capabilities related to inventory monitoring, forecasting, and lifecycle analysis are limited within the current system functionality. As a result, some inventory management activities have developed over time through manual analysis and operational practices outside of the system.

Effect

The risk of limited system capabilities for inventory management is that certain inventory monitoring and planning activities may rely on manual processes, which may reduce efficiency and limit management visibility over inventory activity and planning needs.

Recommendation

2. Materials Management, in coordination with Information Technology, should evaluate whether system enhancements or upgrades to the Trapeze system are available to improve inventory monitoring and planning capabilities, including aging analysis, demand forecasting, useful life tracking, and linkage between inventory items and related assets.

Management Response

Management agrees. Trapeze functionality for forecasting is extremely limited, and manual processes using spreadsheets are ineffective and inefficient.

Corrective Action Plan

2. A dedicated forecasting software solution will be identified and implemented subject to budgetary constraints.

Target Implementation Date

December 31, 2027

Responsible for Implementation

Cynthia Minix, Director of CPMM
Eduardo Tovar, Manager II Inventory Control

Accountable for Implementation

Tom Schamber, Chief Financial Officer

Finding 3: Opportunities Exist to Improve Monitoring of Long-Inactive Inventory

Criteria

The May 2025 *Standards for Internal Control in the Federal Government* (Green Book), issued by the U.S. Government Accountability Office, provide criteria for designing, implementing, and operating effective internal control systems. The following Green Book criteria were applicable:

- **Principle 10: Design Control Activities** indicate that management should design control activities to achieve objectives and respond to risks.
- **Principle 12: Implement Control Activities** indicates that management should implement control activities through policies and procedures that establish responsibilities and documentation requirements.

Condition

During the audit, Internal Audit obtained information from Materials Management identifying inventory that had no receipt or issuance activity for 10 or more years. The information provided by Materials Management was as of February 28, 2026, and reflected inventory items with no activity (receipts or issuances) during the previous 10 years.

As of this date, SCRRA maintained approximately $33.2* million in total inventory. Of this amount, approximately $3,364,835 represented inventory items that had no activity for more than 10 years, as summarized below.

Based on this information, Internal Audit selected the three locations with the highest dollar values within each inventory category to perform site visits and physically observe inventory items that had no activity for more than 10 years. The locations observed represented approximately 63 percent of the total inventory value identified with no activity during this period.

Inventory Type	Total 10+ Year Inactive Inventory**	Location Observed	Value Tested
Signal & Communications	$ 1,091,711	Melbourne – Pomona	$ 1,051,265
Equipment	1,063,598	CMF – Los Angeles	427,013
Track & Structure	1,209,526	Lang – Canyon Country	639,118
Total	$ 3,364,835		$ 2,117,396

* Information obtained from a report generated by Materials Management Department entitled "*Inventory Locations 2/28/2026*"
** Information obtained from a report generated by Materials Management Department that reflects inactive inventory for 10 or more years as of February 28, 2026.

Internal Audit conducted site visits at each of the locations listed above and performed test counts of selected inventory items with no activity for more than 10 years. Procedures also included observation of storage conditions and discussions with inventory personnel regarding the operational need for these items. Test counts confirmed that the items reviewed were generally present and identifiable; however, several observations were noted regarding how long-inactive inventory is monitored, classified, and stored.

- Inventory write-off without documented approval

  Internal Audit identified a Track and Structure component (Part ID 01-3434660-2 – turnout assembly for 136-lb rail) that was written off in the Trapeze inventory system on November 4, 2025. Yard personnel indicated the decision was discussed verbally with management; however, written approval documentation was not on hand at the time of review.

- Certain project-related and scrap materials are not recorded in Trapeze

  Internal Audit noted that certain materials stored at field locations are not recorded in the Trapeze inventory system. These materials primarily include items associated with capital projects, such as unused project materials and components removed from the rail system and retained for potential reuse, as well as scrap materials (e.g., concrete ties and crossing panels). Because these items were not purchased through the inventory system, they are tracked separately (e.g., spreadsheets) and are not reflected in Trapeze inventory records. Management also noted that some of these materials are large and difficult to remove, as disposal would require hauling and associated costs.

- Long-inactive inventory may not be properly classified

  During the Melbourne warehouse site visit, it was noted that some items identified as having no receipt or issuance activity for 10 or more years are still needed for operations. As discussed in Finding 2, The current system does not allow management to flag or classify these items to indicate that they remain operationally necessary despite long periods of inactivity.

Cause

Procedures for documenting inventory write-offs, recording materials returned from projects, and managing scrap materials at field locations are not clearly defined or consistently applied.

Effect

Without clear procedures and documentation requirements, inventory adjustments may not be fully reflected in financial records, materials stored at field locations may not be captured in inventory records or project accounting, and scrap materials may occupy storage space that could otherwise be used for active inventory.

Recommendation

3. Materials Management should ensure that procedures developed under Recommendation 1 address the handling of long-inactive inventory and materials stored at field locations. This should include documentation requirements for inventory write-offs, processes for recording materials returned from projects or removed from service, and guidance for tracking and disposing of scrap materials.

Management Response

Management agrees.

Corrective Action Plan

3. A comprehensive inventory obsolescence SOP will be developed and implemented, that includes the elements in this recommendation.

Target Implementation Date

October 31, 2026

Responsible for Implementation

Cynthia Minix, Director of CPMM
Eduardo Tovar, Manager II Inventory Control

Accountable for Implementation

Tom Schamber, Chief Financial Officer

Reviewed and acknowledged by:

May 29, 2026

Darren M. Kettle,
Chief Executive Officer

Date



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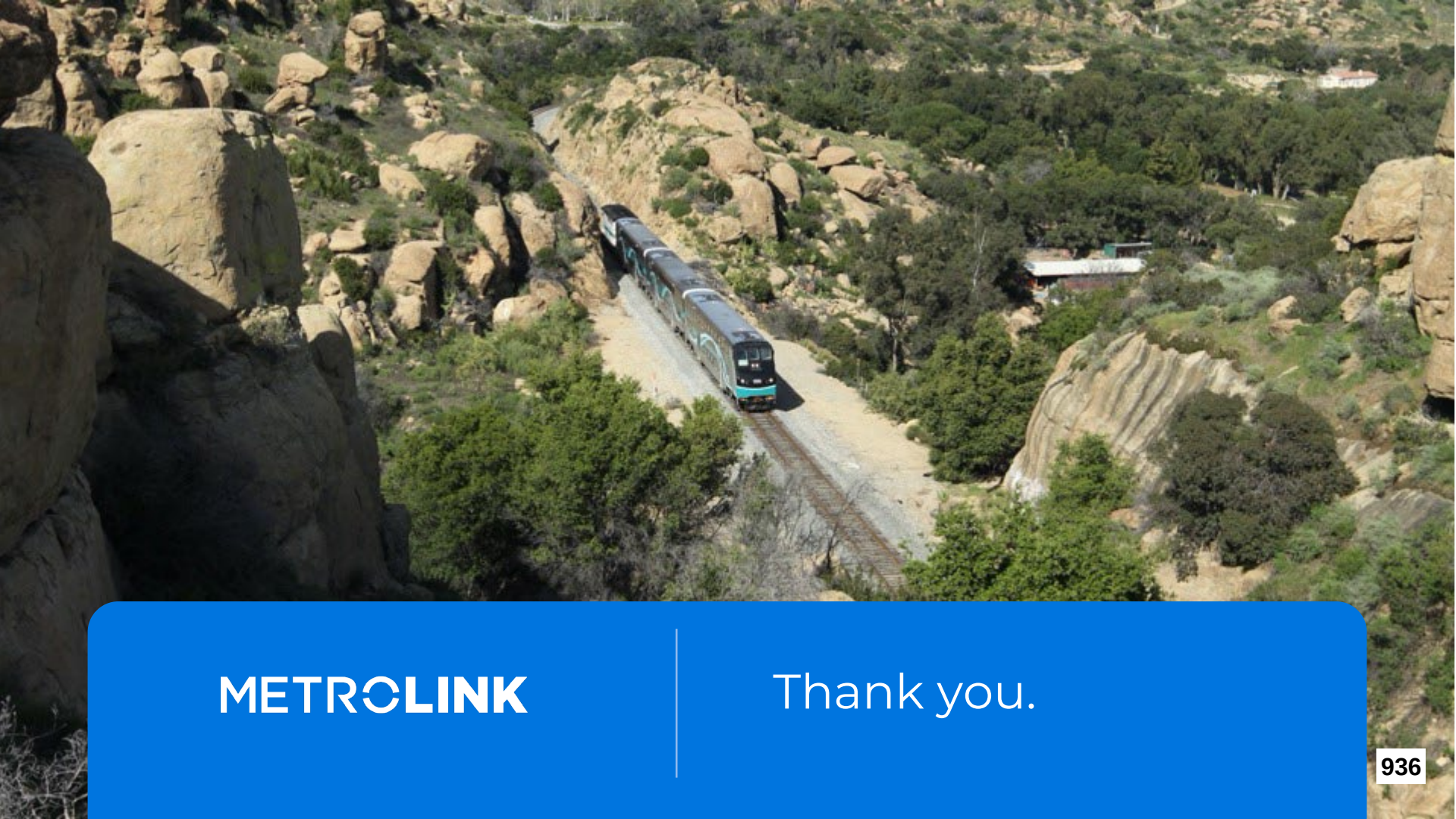
Performance Audit:
Inventory Obsolescence Controls (2026-04-IA)

Receive and file.



Objectives and Results

- Objective: To evaluate the adequacy of processes and controls in place to identify and manage obsolete, excess, or inactive inventory in a timely manner.
- Results:
  - 3 Findings
  - 3 Recommendations


METROLINK
Thank you.

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metrolinktrains.com/meeting

ITEM ID:	**2026-230-0**
TRANSMITTAL DATE:	**June 18, 2026**
MEETING DATE:	**June 26, 2026**
TO:	**Board of Directors**
FROM:	**Justin Fornelli, Chief, Program Delivery**
SUBJECT:	**Capital Program Status Report**

Issue

Staff is providing an update on the progress of the Authority's Capital Program, including the Southern California Optimized Rail Expansion (SCORE) Program and the State of Good Repair Program.

Recommendation

Receive and file.

Strategic Commitment

This report aligns with the Strategic Business Plan commitment of:

- **Modernizing Business Practices:** We will improve our operational efficiency through transparency, objective metrics and streamlined governance, reducing over-reliance on subsidy while bringing our system into a state of good repair and investing in the development of our employees. The report provides our Board with timely updates on the progress of the Capital Program. The new capital program, including SCORE, adds to the safety, expansion, and growth of the system while the State of Good Repair Program ensures the safety and reliability of the Authority's existing assets.

Background

The Capital Program consists of two major components: New Capital Projects and State of Good Repair (SoGR) Programs. The Authority's Capital Program, outside of SCORE, is

budgeted annually, and projects are typically delivered over multiple years. Funding for capital projects is provided by Member Agencies through the annual budget process. The Authority also applies for local, state, and federal funds for additional SoGR and New Capital Projects.

New Capital Projects expand railroad infrastructure and improve customer experience, including items such as new sidings, safety enhancements to grade crossings, modernizing signal and communication systems, and new rolling stock.

The SoGR Program addresses existing capital assets to keep them in a state of good repair through activities such as:

- Rehabilitation of tunnels, bridges, and culverts
- Replacement of worn ties and rail
- Replacement of worn or outdated signal system components
- Programmed rehabilitation of rolling stock components such as car door operators and heating/ventilation/air conditioning (HVAC), and mid-life overhaul of rail cars and locomotives

All project progress is tracked through the Authority's project reporting system, which is maintained by the Program Management Oversight (PMO) department. Regular meetings are held with project managers to review the progress of active projects. Staff also prepare quarterly project expenditure forecasts to estimate cash flow requirements.

As part of the PMO's effort to improve its reporting and tracking capabilities, key performance indicators (KPIs) have been developed and are included in this report. This item has been updated to reflect financial expenditure and project status through March 31, 2026.

Discussion

Since the last Capital Program Status Update in April 2026, multiple key accomplishments were achieved, as follows:

SCORE Program:

- Received construction bids for the Marengo Siding Extension and Rancho Cucamonga Siding Extension projects on the San Gabriel Sub. The team is reviewing the proposals.
- The process of environmental clearance on Fullerton Interlocker has been started with 30
- Continuing negotiations with the City of El Monte on the Purchase & Sale Agreement on t
- Started design process on the Lilac to Sycamore Double Track Project
- Started preliminary engineering on the Control Point Riverside 2nd Crossover Project
- Starting procurement of design consultant for Katherine and Tampa crossing on the Vent
- Continuing negotiations with Union Pacific over the fiber relocation issue for the Simi Vall

Authority staff have been collaborating with our funding partners at CalSTA, Caltrans, and the Member Agencies to determine strategies to address projected funding gaps and advance key projects. These strategies include prioritizing projects based on operational benefits, reallocation of available funds from projects that have been completed under budget or that

have been deferred and pursuing additional grant funding opportunities. Authority has also been conducting a robust risk analysis and assessment of the costs associated with labor and material to find efficiencies. Specifically, the Authority is working with Metro to pursue $206M funding to bridge some of the gaps for projects on the Antelope Valley Line.

State of Good Repair Program:

- On-Board Train Control Systems Rehabilitation:
  - Train Management Computer Upgrade: 132 out of 140 units have been upgraded. Estimate time of completion to upgrade remaining units is December 2026. Due to this being an industry-wide upgrade, the vendor is experiencing parts shortages and limited supply availability.
  - Global Positioning System Upgrade: Work Directive against Stadler contract E761-25 to install GPS system on DMUs and ZEMU have been executed, work to be completed by end of March 2027. Work Directive is in progress under Alstom contract MSOP158 to perform fleet wide installation. Upgrade process takes approximately 2 years on all operational units.

- Rolling Stock State of Good Repair:
  - Rotem HVAC Overhaul: 152 of 184 HVAC units overhauled; 63 of 92 control panels overhauled.
  - Bombardier HVAC Overhaul: Initial order of 180 units overhauled; Additional order of 87 HVAC's to be overhauled has been placed and 54 of 87 units overhauled
  - Rotem Emergency Window Gasket Replacement: First Article Inspection Completed.
  - Cab Car DVR & Camera Replacement: Board approved procurement in February 2026 and staff is finalizing negotiations and awaiting Notice to Proceed. Expected completion Dec. 2027
  - MP36 Locomotive Overhaul & Repair – procurement process has been completed; NTP issued in April 2026

- SoGR Track, Structures, & Signal Projects by Line:
  - Antelope Valley Line
    - Structures design – Valley Sub Structures design progressing to 30% design next quarter. Field visit for load ratings complete.
    - Signal – Design 100% complete for CP Portal, CP Ravenna, CP Kocian & CP Harold. Working with UPRR for CP Harold.
    - Track Rehab – Design finalized for projects funded in FY 2024-25. Bids for the construction and installation received and approved by the board in March 2026. NTP is expected by June 2026. Work includes Rail Replacement, Crossing Rehab & Tie Replacement.
  - Ventura County Line
    - Pacific Surfliner Corridor Rehabilitation and Reliability Project: Bid Solicitation in progress. Construction Work is anticipated to be completed before Spring 2028.
    - 3 crossing rehab locations at Woodley Ave, Clybourn Ave and Vineland Ave are expected to be completed by Aug 2027
    - FY25 Quimisa Drive Signal Rehabilitation - 90% design complete. 100% design expected to be completed by August 2026. Construction is expected

to be completed by Dec 2027

- Orange County Line
  - FY20 Culverts Rehabilitation Project. Coastal Development Permit with California Coastal Commission special conditions satisfied. Construction CTO in process.
  - Signal construction at various locations in progress with anticipated construction completion date of Dec 2027 due to long material lead-time.
  - FY23-24 Orange Sub Track rehab project. NTP issued Feb 2026. Materials are being ordered. Reviewing submittals and planning Absolute Work Windows.
- San Bernardino Line
  - FY20 Signal Design (WCNSS): a design revision was issued to add a third communication path at Campus Ave to comply with SCRRA standards, and construction will be completed by December 2027, and the CP Bassett cutover has been rescheduled to the September Absolute Work Windows
  - FY22 Culvert Design: 60% of the design has been reviewed, and the consultant is addressing comments. Bridge load ratings and environmental clearance efforts are currently underway.
  - FY22: Merced Ave material procurement completed; awaiting delivery to begin construction. Hamburger Lane RFP issued; proposal pending. Construction completion anticipated by Dec. 2027.
  - FY24 Track Rehabilitation design is on hold at the 60% level pending coordination with CPMM to transition to a design-build delivery approach. An RFP is anticipated in June 2026, combined with the FY25 Track Rehabilitation program.
  - FY25 Signal: Consultant proposal received; Negotiation meeting to be held by June.
- Perris Valley Line
  - FY21 NEPA-CE mailed tribal consultation letter for PVL Drainage Improvements project with 60% design completed. SCRRA waiting on environmental clearance before advancing to 90% design.
  - FY25 Signal design RFP issued. Awaiting proposals from the contractor.
  - FY25 Track Rehab RFP issued to JO142-25 to rehabilitate Watson Rd; waiting for the proposal from contractor.
- River Subdivision
  - 100% design for Arroyo Seco Bridge completed and RFP was issued for construction. There is a significant increase in cost associated for construction. Additional funding will be required to complete construction. A request for additional funding is included in the FY27 Capital Budget request.
  - FY19 Cutovers for CP Capitol and CP Dayton were delayed due to cancellation of Absolute Work Windows (AWW) for World Cup. CP Dayton is rescheduled for September 2026, and CP Capitol is rescheduled for October 2026.
  - FY24 Signal Design CTO issued for CP Dayton. Design completion is expected by Dec 2026 and construction CTO to follow early in 2027.
  - FY24 Track Diamond Replacement: Material delivery is expected in August 2026, with construction planned for Q4 2026.
  - FY25 Track Rehab issued CTO for Design in Feb 2026. Field visits are scheduled to confirm crossing locations and rail limits. Work includes Rail Replacements and Crossing Rehab. Scheduled for Completion by Dec 2027.

Attachment A provides an overview of the Authority's project portfolio as well as more detailed status by project type.

Quarter Ended March 31, 2026, Performance Summary

New Capital Projects
The latest performance results for the Authority are included in the following summaries. Table 1 below provides a summary of major New Capital Projects currently in progress, excluding $1.09 Billion of SCORE funding secured by the Authority and other agencies that will be performed by entities other than the Authority.

Table 1. Capital Program by Department ($K) (Active Projects Only)

PROJECT CATEGORY	BUDGET	EXPENDED	BALANCE
Capital PTC / CRISI Grants (Communications)	$ 15,888	$ 10,145	$ 5,742
Track, Structures, & Signals	$ 87,066	$ 50,376	$ 36,690
SCORE (SCRRA)	$ 861,625	$ 123,860	$ 737,765
F125 Locomotive Procurement (Rolling Stock)	$ 119,681	$ 116,896	$ 2,784
Miscellaneous Capital Equipment (Facilities)	$ 30,587	$ 441,934	$ 30,145
Other (IT)	$ 16,603	$ 5,761	$ 9,777
TOTAL	**$ 1,131,452**	**$ 308,547**	**$ 822,905**

Note: Numbers may not sum to total due to rounding.

SoGR Program
The adjusted currently funded SoGR Program budget for the period of FY2017-18 through FY2024-25 is $644 million (including reprogrammed projects of $19.6 million). SoGR projects are primarily delivered over a four-year period within the departments of Program Delivery, Operations, Information Technology and Customer Experience. Reprogrammed projects are created when projects completed under budget have remaining funds and are transferred to new projects. The new projects are referred to as reprogrammed projects.

SoGR Project Status
From FY2017-18 through March 31, 2026, the Authority completed and closed 144 SoGR Projects totaling $203 million in expenditures.

Table 2 summarizes the progress of SoGR Projects as of March 31, 2026. Current Budget for fiscal years FY2021-22 through FY2024-25 are the approved budgets. It should be noted that due to delays in processing all FTA funding applications, FY23 all-share projects were delayed.

Table 2. SoGR Project Status for Active and Completed Projects Fiscal Years 2017-18 to

2024-25 and Reprogrammed Projects ($K)

YEAR OF ADOPTION	[1]CURRENT BUDGET	[2]EXPENDED	BALANCE
FY2017-18	$40,684	$39,765	$918
FY2018-19	$58,547	$41,405	$17,141
FY2019-20	$51,928	$43,513	$8,415
FY2020-21	$44,874	$31,346	$13,527
FY2021-22	$61,253	$40,353	$20,900
FY2022-23	$88,858	$42,381	$46,476
FY2023-24	$123,836	$26,428	$97,408
FY2024-25	$154,439	$3,417	$151,021
Reprogrammed	$19,592	$7,069	$12,522
[3]Total	**$644,014**	**$275,681**	**$368,332**

Notes:

1. When a project is closed or reprogrammed, the baseline budget is replaced with actual expenditures to reflect 100% of the budget being used. This adjusted budget for closed and reprogrammed projects along with the baseline budget of active projects make up the current budget.
2. Expended amounts on Table 2 are for paid and accrued invoices and do not reflect amounts billed to grantor.
3. Numbers on Table 2 may not sum to total due to rounding.

Next Steps

Through monthly review of the Capital Program, staff continues to identify areas of improvement to accelerate the delivery of projects and improve processes. Staff will also continue to keep Member Agencies informed and provide regular updates to the Board. The next Capital Program Status report is scheduled for October 2026.

Prepared by: Hasnain Mehdvi, Senior Management Analyst (Project Controls)

Approved by: Justin Fornelli, Chief of Program Delivery

Attachment(s)

Attachment A - Capital Sheets Project Status March 2026
Presentation - Capital Program Status Report June 2026

METROLINK

Southern California Regional Rail Authority

NEW CAPITAL AND STATE OF GOOD REPAIR PROGRAM

PROJECT STATUS REPORT

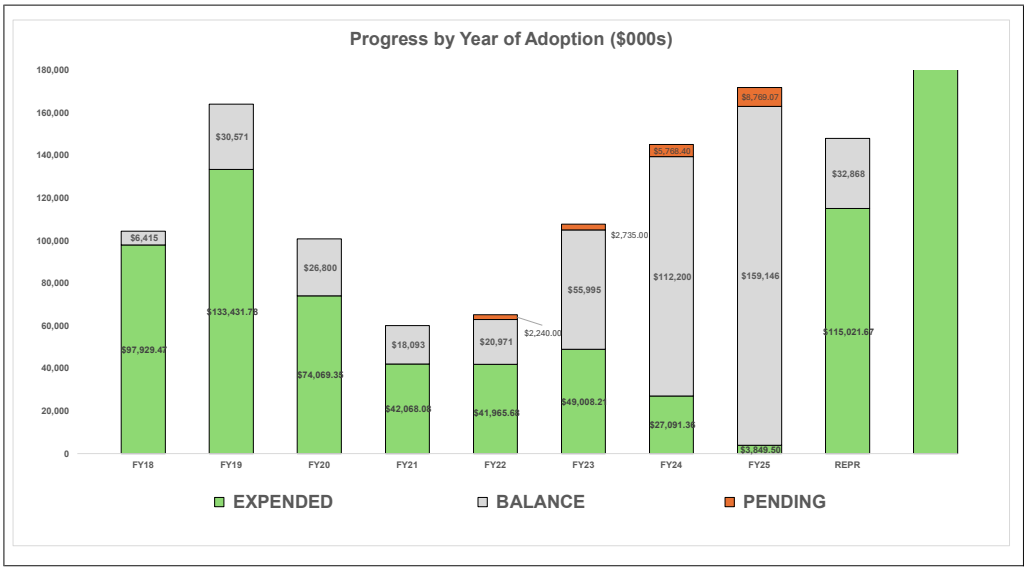
Expenditures through March 31, 2026

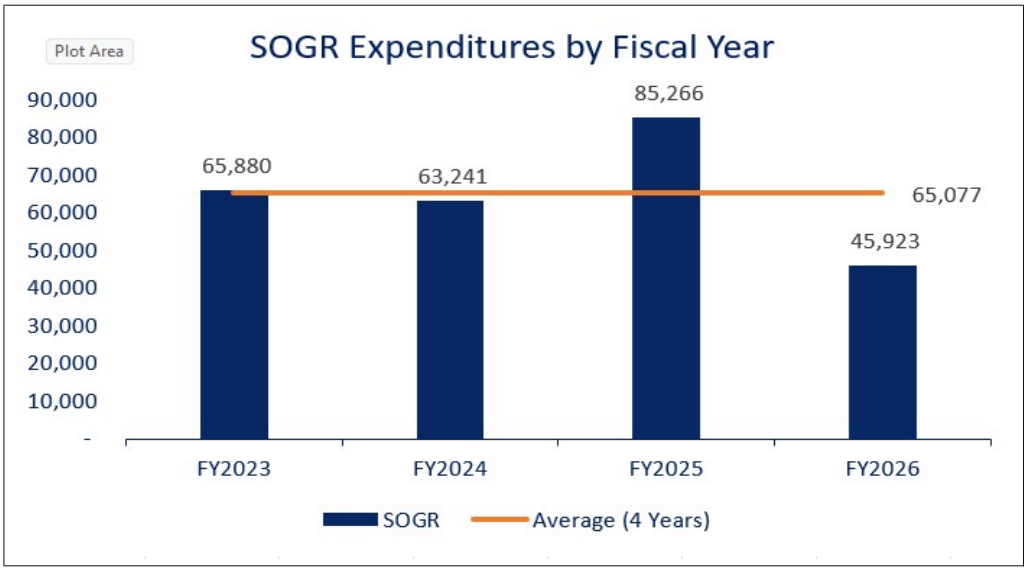


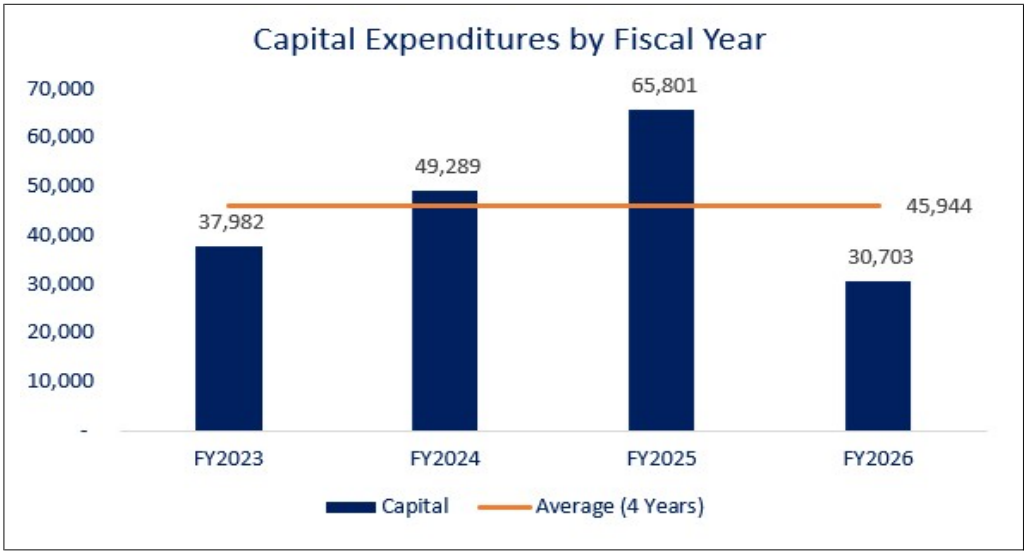
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Page No.	Project/Program Name	Subdivision(s)	Asset Type	Phase
3	**SCRRA Capital Projects Summary**			
	State of Good Repair (SoGR) Projects			
4	Antelope Valley Line – Track, Structures, & Signals	Valley	Track, Structures, & Signals	Multiple
5	Ventura County Line – Track, Structures, & Signals	Ventura	Track, Structures, & Signals	Multiple
6	Orange County Line – Track, Structures, & Signals	Orange/Olive	Track, Structures, & Signals	Multiple
7	San Bernardino Line - Track, Structures, & Signals	San Gabriel	Track, Structures, & Signals	Multiple
8	Perris Valley Line – Track, Structures, & Signals	Perris Valley	Track, Structures, & Signals	Multiple
9	River Corridor - Track, Structures, & Signals	River	Track, Structures, & Signals	Multiple
10	Bombardier Passenger Car Rebuild	Systemwide	Rolling Stock	Multiple
11	Communications	Systemwide	Comm & PTC	Multiple
12	On-Board Train Control Systems	Systemwide	Comm & PTC	Multiple
13	Back-Office Train Control Systems Rehabilitation	Systemwide	Comm & PTC	Multiple
14	Rolling Stock State of Good Repair	Systemwide	Rolling Stock	Multiple
15	Track Maintenance	Systemwide	Track	Multiple
	Capital Projects			
16	Southern California Optimized Rail Expansion (SCORE) Phase 1 - SCRRA Implemented Projects	Systemwide	Multiple	Multiple Environmental
17	San Juan Creek Bridge	Orange	Structures	Construction

SCRRA Project Portfolio Summary







SCRRA Capital Program

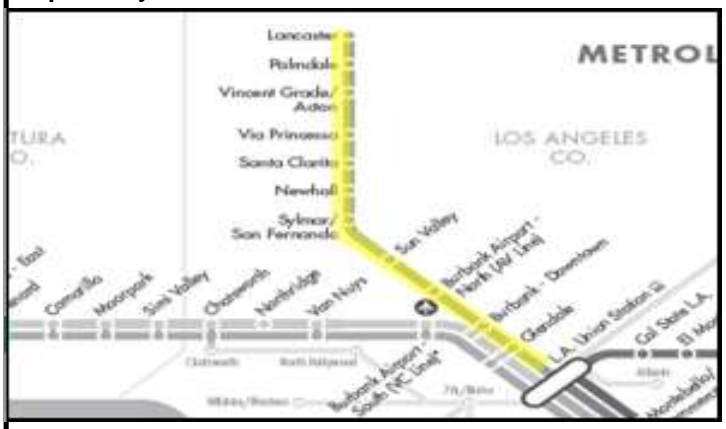
- The State of Good Repair portfolio consists of 200 active projects, with budgets totaling $643.3M
- The New Capital portfolio consists of 153 active projects, with budgets totaling $1.13B
- In addition, SCRRA staff manages 85 Third Party projects requiring extensive coordination with external agencies
- Expenses shown through FY2025-26 Quarter ending March 2026.

Type: State of Good Repair **Phase:** Construction

Subdivision: Antelope Valley Line **Asset Type:** Track, Structures, & Signals

Antelope Valley Line - Track, Structures & Signals

Map of Project:



Schedule Summary		
Milestone	**Actual/[Forecast]**	
	Start	**End**
Reprogrammed	Aug-23	[Dec-26]
FY2018-19	Nov-18	[Dec-26]
FY2019-20	Nov-19	[Dec-26]
FY2021-22	Jul-22	[Dec-27]
FY2022-23	Apr-23	[Feb-28]
FY2023-24	May-24	[Jun-28]
FY2024-25	Nov-25	[Jun-27]

Budget Status ($000s)		
Project Category	**Budget**	**Expend**
2019	750	655
2020	14,375	12,739
2022	15,595	9,935
2023	6,000	611
2024	16,498	1,398
2025	7,366	18
Reprogrammed	3,100	2,744
Total	**63,684**	**28,100**

Funding Sources ($000s)	
Federal	7,000
Local	56,684
Total	**63,684**

Project Scope Summary:

- The Track, Structures and Signals SoGR program includes the rehabilitation and replacement of existing Metrolink-owned and maintained track, structures, signal systems, and grade crossing warning systems.

Project Benefit:

- Maintain State of Good Repair.
- Improve Service Reliability.
- Reduce Operating Costs.
- Reduce Train Accidents.

Project Status and Continuing Activities:

- 100% Design complete for Tunnel 25 tie/ballsat rehab (FY23)
- Valley Sub Structures design progressing to 30% next quarter. Field visit for load ratings complete.
- Signal design 100% complete for CP Portal, CP Ravenna, CP Kocian & CP Harold. Working with UPRR for CP Harold.
- FY22 Hot Box Detector upgrades completed on the AVL.
- FY24 Track Rehab bids received, went to board in March 2026. Work includes Rail Replacement, Crossing Rehab & Tie Replacement. Drayton St crossing rehab completed. CPMM working on conformed contract. NTP by June 2026.
- Rainbow Glenn Dr and E Barrel Springs design CTO submitted.

Project Notes of Interest:

- FY2024-25 projects added this report.

Project Risk:

- Annual investment on the Antelope Valley Line is needed to prevent track infrastructure from degrading to a point where Metrolink service is no longer reliable to ensure the safety of our passengers due to slow orders.

Safety:

- 23 curves with high rates of wear are being monitored for excessive wear, these locations are monitored continually.

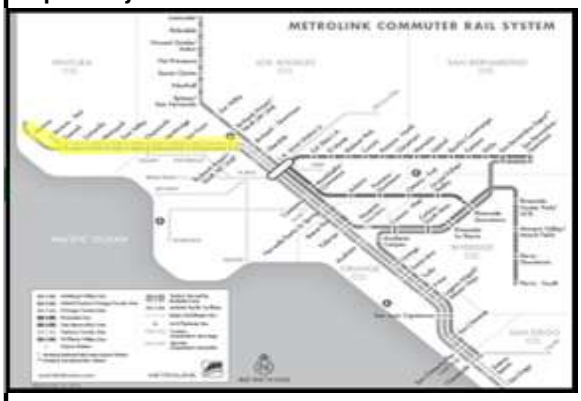
Project Manager: Aaron Azevedo
azevedoa@scrra.net
Public Affairs Contact: Meredith Yeoman
YeomanM@scrra.net

Type: State of Good Repair **Phase:** Construction

Subdivision: Ventura County Line **Asset Type:** Track, Structures, & Signals

Ventura County Line - Track, Structures & Signals

Map of Project:



Schedule Summary		
Milestone	**Actual/[Forecast]**	
	Start	**End**
FY2018-19	Nov-18	[Jun-27]
FY2019-20	Nov-19	[Sep-26]
FY2020-21	Jul-21	[Dec-26]
FY2021-22	Jul-22	[Dec-26]
FY2023-24	May-24	[Jun-28]
FY2024-25	Jun-25	[Jun-29]

Budget Status ($000s)		
Project Category	**Budget**	**Expend**
2019	11,227	3,720
2020	5,382	2,947
2021	3,746	1,174
2022	2,845	1,060
2024	11,686	698
2025	3,643	80
Total	**38,529**	**9,679**

Funding Sources ($000s)	
Federal	24,781
State	5,072
Local	8,676
Total	**38,529**

Project Scope Summary:

- The Track, Structures and Signals SoGR program includes the rehabilitation and replacement of existing Metrolink-owned and maintained track, structures, signal systems, and grade crossing warning systems.

Project Benefit:

- Maintain State of Good Repair.
- Improve Service Reliability.
- Reduce Operating Cost.
- Reduce Train Accidents.

Project Status and Continuing Activities:

- Construction RFP's issued for CP Topanga, CP Davis, CP Bernson, CP Strathern and First St Crossing. Work at all locations are planned to be completed by December 2026.
- Pacific Surfliner Corridor Rehabilitation and Reliability Project: Bid Solicitation scheduled for 5/18/2026. Construction Work is anticipated to be completed before Spring 2028.
- Arroyo Simi Bridge Scour Protection identified to have construction budget overrun concerns due to required environmental mitigation, labor and material escalation. Staff is currently working toward resolving construction budget with Grants and VCTC. 100% Design Complete.
- 3 crossing rehab locations at Woodley Ave, Clybourn Ave and Vineland Ave are expected to be completed by Aug 2027
- Ventura County Track Rehabiliation using FY24 funds are expected to be completed by Dec 2026
- FY25 Quimisa Drive Signal Rehabiliation - 90% design complete. 100% design expected to be completed by August 2026. Construction anticipated to be completed by Dec 2027

Project Notes of Interest:

- The Ventura Line is split between Ventura and LA Counties; projects are funded by appropriate Member Agency.

Project Risk:

- No risk items to report.

Safety:

- No safety items to report; however, homeless encampments are being monitored near proposed culvert replacement projects.

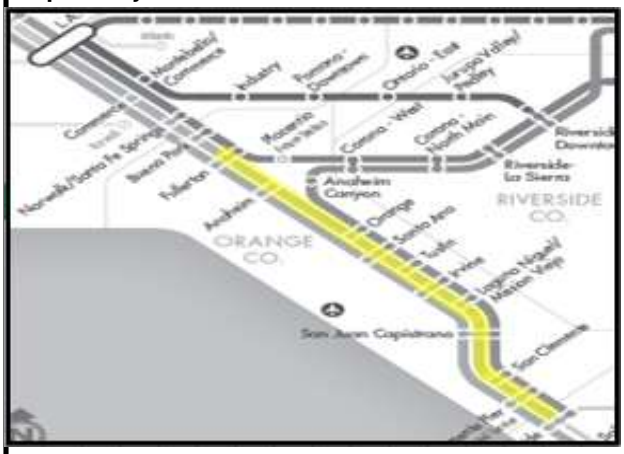
Project Manager: Aaron Azevedo
azevedoa@scrra.net
Public Affairs Contact: Meredith Yeoman
YeomanM@scrra.net

Type: State of Good Repair **Phase:** Construction

Subdivision: Orange County Line **Asset Type:** Track, Structures, & Signals

Orange County Line - Track, Structures & Signals

Map of Project:



Project Scope Summary:

- The Track, Structures and Signals SoGR program includes the rehabilitation and replacement of existing Metrolink-owned and maintained track, structures, signal systems, and grade crossing warning systems.

Project Benefit:

- Maintain State of Good Repair.
- Improve Service Reliability.
- Reduce Operating Cost.
- Reduce Train Accidents.

Project Status and Continuing Activities:

- Construction phase for CP Maple & CP La Palma in progress, scheduled for completion by June 2027.
- FY20 Culverts Rehabilitation Project. Coastal Development Permit with California Coastal Commission special conditions satisfied. Construction CTO in process.
- Signal construction at various locations are in progress with anticipated construction completion date of Dec 2027 due to long material lead-time.
- FY23-24 Orange Sub Track rehab proj. NTP issued Feb 2026. Materials are being ordered. Reviewing submittals and planning AWW.
- Calafia culvert re-establishment project staff is finalizing the permiting with California Coastal Commission. Fiber relocation needed for project by Verizon in June 2026. Awaiting 100% design submittal.

Schedule Summary		
Milestone	Actual/[Forecast]	
	Start	End
Reprogrammed	May-20	[Jun-26]
FY2018-19	Apr-19	[Jun-26]
FY2019-20	Apr-20	[Apr-26]
FY2020-21	Jul-21	[Apr-26]
FY2021-22	Jul-22	[Jun-26]
FY2022-23	Mar-24	[Jun-27]
FY2023-24	Jul-24	[Jun-28]
FY2024-25	Nov-25	[Jun-28]

Budget Status ($000s)		
Project Category	**Budget**	**Expend**
2019	2,691	2,488
2020	2,380	686
2021	2,941	1,245
2022	8,920	7,594
2023	9,364	2,025
2024	10,618	1,834
2025	14,562	27
Reprogrammed	1,361	1,223
Total	**52,837**	**17,121**

Funding Sources ($000s)	
Federal	52,837
Total	**52,837**

Project Notes of Interest:

- No notes of interest to report.

Project Risk:

- Rehab work requiring Absolute Work Windows on the Orange Line are limited to 5-7 weekends per year, in conjunction with North County Transit District's schedule.

Safety:

- The ground anchor installation at MP206.8 (Cyprus Shores, San Clemente), which is being led by OCTA, is complete with remaining punchlist items and site restoration work.

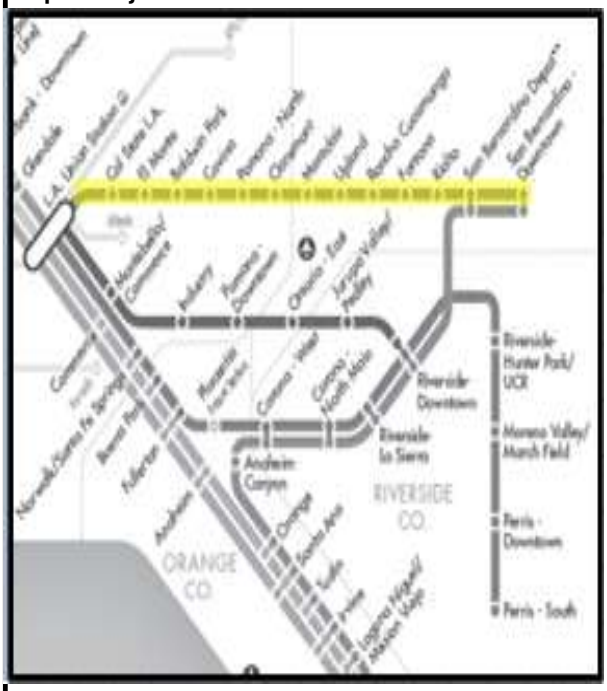
Project Manager: Aaron Azevedo
azevedoa@scrra.net
Public Affairs Contact: Meredith Yeoman
YeomanM@scrra.net

Type: State of Good Repair **Phase:** Construction

Subdivision: San Bernardino Line **Asset Type:** Track, Structures, & Signals

San Bernardino Line - Track, Structures & Signals

Map of Project:



Project Scope Summary:

- The Track, Structures and Signals SoGR program includes the rehabilitation and replacement of existing Metrolink-owned and maintained track, structures, signal systems, and grade crossing warning systems.

Project Benefit:

- Maintain State of Good Repair.
- Improve Service Reliability.
- Reduce Operating Cost.
- Reduce Train Accidents.

Project Status and Continuing Activities:

- FY20 Signal Design (WCNSS): a design revision was issued to add a third communication path at Campus Ave to comply with SCRRA standards, and construction will be completed by December 2027, and the CP Bassett cutover has been rescheduled to the September AWW.
- FY22 Culvert Design: The 60% design has been reviewed, and the consultant is addressing comments. Bridge load ratings and environmental clearance efforts are currently underway.
- FY22: Merced Ave material procurement completed; awaiting delivery to begin construction. Hamburger Lane RFP issued; proposal pending. Constr. completion anticipated by Dec. 2027.
- FY25 Short Way Track: Tie installation has been completed. The contractor is pending final invoicing and project closeout.
- FY24 Track Rehabilitation design is on hold at the 60% level pending coordination with CPMM to transition to a design-build delivery approach. An RFP is anticipated in June 2026, combined with the FY25 Track Rehabilitation program.
- FY24 Signal Design CTO issued for CP Barranca house Barranca Ave crossing/meter upgrade. Design to be completed by Dec 2026. Construction CTO will in 2027.
- Approval has been obtained to process the Big Dalton Wash project under a non-documented CE
- FY25 Signal: Consultant proposal received; Negotiation meeting to be held by June.

Schedule Summary		
Milestone	**Actual/[Forecast]**	
	Start	**End**
FY2018-19	Apr-19	[Jun-26]
FY2019-20	Mar-20	[Dec-26]
FY2020-21	Jul-21	Dec-24
FY2021-22	Jul-22	[Jun-26]
FY2023-24	May-24	[Mar-28]
FY2024-25	Jul-25	[June-28]

Budget Status ($000s)		
Project Category	**Budget**	**Expend**
2019	3,743	3,548
2020	16,067	14,992
2021	4,547	4,095
2022	11,448	5,974
2024	10,249	432
2025	14,817	65
Total	**60,871**	**29,105**

Funding Sources ($000s)	
Federal	22,140
State	1,442
Local	37,288
Total	**60,871**

Project Notes of Interest:

- The Fiscal Year Rehab budget is approved on an annual basis by the Member Agencies, MTA and SBCTA via a 60%/40% funding allocation split, respectively.

Project Risk:

- No risk items to report.

Safety:

- Bridge 19.79 requires special inspections weekly until a permanent deck replacement solution is funded and completed. Bridge has a permanent speed restriction from 60MPH down to 40MPH, until bridge deck is replaced.

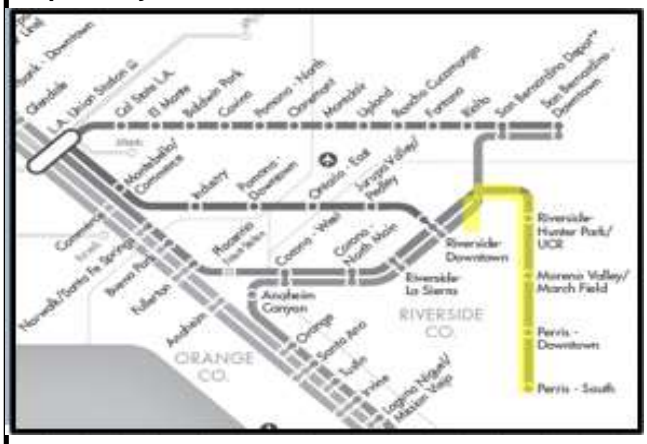
Project Manager: Aaron Azevedo
azevedoa@scrra.net
Public Affairs Contact: Meredith Yeoman
YeomanM@scrra.net

Type: State of Good Repair **Phase:** Construction

Subdivision: Perris Valley Line **Asset Type:** Track, Structures, & Signals

Perris Valley Line - Track, Structures & Signals

Map of Project:



Project Scope Summary:

- The Track, Structures and Signals SoGR program includes the rehabilitation and replacement of existing Metrolink-owned and maintained track, structures, signal systems, and grade crossing warning systems.

Project Benefit:

- Maintain State of Good Repair.
- Improve Service Reliability.
- Reduce Operating Cost.
- Reduce Train Accidents.

Project Status and Continuing Activities:

- FY21 NEPA-CE mailed tribal consultation letter for PVL Drainage Improvements project, 60% design completed. SCRRA waiting on environmental clearance before advancing to 90% design.
- FY25 Track Rehab: RFP issued to JO142-25 to rehabiltate Watson Rd; waiting the proposal from contractor.
- FY25 Signal: RFP issued to design replacement of 11 crossing data recorders and 5 exit gate management systems; awaiting proposal from the contractor.

Project Notes of Interest:

- The Fiscal Year budget is approved on an annual basis by the Member Agency, RCTC.
- FY2023-24 Project FTA Funding pending environmental clearance and not including in funding in this report.

Project Risk:

- RCTC is considering expanding the Scope of Work to address global issues outside of the Railroad Right of Way related to the project.

Safety:

- No safety items to report.

Schedule Summary

Milestone	Actual/[Forecast]	
	Start	End
FY2020-21	Jul-21	[Jun-26]
FY2021-22	Jul-22	[Dec-26]
FY2024-25	Mar-26	[Dec-27]

Budget Status ($000s)

Project Category	Budget	Expend
2021	4,572	2,442
2022	2,015	372
2025	2,481	13
Total	**9,067**	**2,828**

Funding Sources ($000s)

Federal	9,002
PBR	65
Total	**9,067**

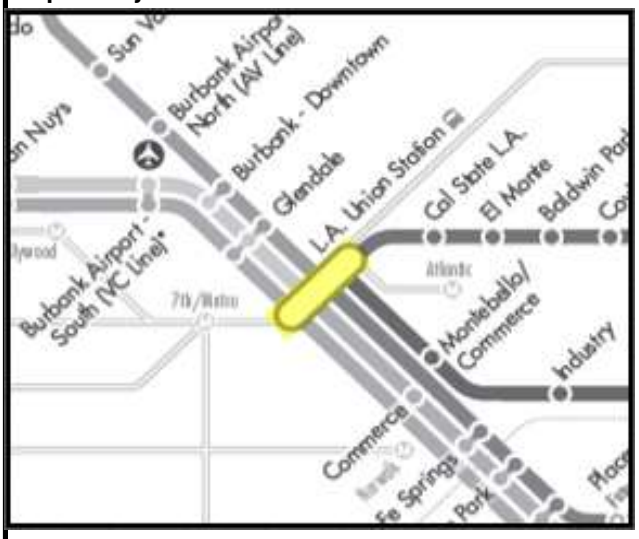
Project Manager: Aaron Azevedo
azevedoa@scrra.net
Public Affairs Contact: Meredith Yeoman
YeomanM@scrra.net

Type: State of Good Repair **Phase:** Construction

Subdivision: River **Asset Type:** Track, Structures, & Signals

River Subdivision - Track, Structures & Signals

Map of Project:



Schedule Summary		
Milestone	**Actual/[Forecast]**	
	Start	**End**
Reprogrammed	Jul-23	Dec-24
FY2018-19	Jul-19	[Oct-26]
FY2020-21	Jul-21	Dec-24
FY2022-23	Oct-23	[Jun-27]
FY2023-24	May-24	[Jun-28]
FY2024-25	May-25	[Dec-27]

Budget Status ($000s)		
Project Category	**Budget**	**Expend**
2019	6,036	5,390
2021	2,384	2,360
2023	6,900	265
2024	4,000	462
2025	7,796	84
Reprogrammed	2,663	2,600
Total	**29,779**	**11,160**

Funding Sources ($000s)	
Federal	13,949
Local	15,830
Total	**29,779**

Project Scope Summary:

- The Track, Structures and Signals SoGR program includes the rehabilitation and replacement of existing Metrolink-owned and maintained track, structures, signal systems, and grade crossing warning systems.

Project Benefit:

- Maintain State of Good Repair.
- Improve Service Reliability.
- Reduce Operating Cost.
- Reduce Train Accidents.

Project Status and Continuing Activities:

- 100% design for Arroyo Seco Bridge completed. Additional funding required to complete construction, included in FY27 Capital/Rehab request.
- FY24 Track Diamond Replacement: Material delivery is expected in August 2026, with construction planned for Q4 2026.
- FY25 Track Rehab: Field visits to confirm crossing locations and rail replacement limits. Construction will be issued under JO142-25 in Q2 2026, with completion scheduled for Dec. 2027.
- FY19 Cutovers: CP Dayton and CP Capitol were delayed due to World Cup window cancellations. CP Dayton is rescheduled for September 2026, and CP Capitol is rescheduled for October 2026.
- FY24 Signal Design CTO issued for CP Dayton. Design completion expected by Dec 2026 and a construction CTO to follow in early 2027.
- Issuance of the FY25 design CTO for Drainage Improvements and the Hydrology & Hydraulics design study is scheduled for June 2026.

Project Notes of Interest:

- The Fiscal Year SoGR budget is approved on an annual basis by all the Member Agencies.

Project Risk:

- No risk items to report.

Safety:

- Arroyo Seco bridge in urgent need of funding to replace the bridge deck. Staff is monitoring condition of bridge and may need to implement speed restrictions to reduce load impact until Construction can be completed.

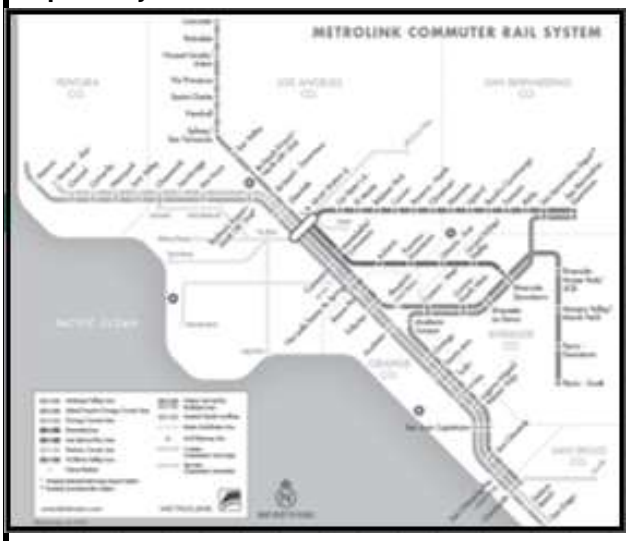
Project Manager: Aaron Azevedo
azevedoa@scrra.net
Public Affairs Contact: Meredith Yeoman
YeomanM@scrra.net

Type: State of Good Repair **Phase:** Construction

Subdivision: Systemwide **Asset Type:** Equipment

Bombardier Passenger Car Rebuild

Map of Project:



Schedule Summary		
Milestone	**Actual/[Forecast]**	
	Start	**End**
Start of Project	Jan-18	
Procurement (Including Re-Bid)	Mar-18	Jun-19
Final Design/FAI Approval	Jun-19	Sep-21
Pilot Cars (1st & 2nd Car)		Sep-21
Delivery - 28th Car		Apr-24
Delivery - 50th Car		May-25
Delivery - 88th Car		Jan-27
Delivery - 94th Car		Aug-27
Closeout (CDRL & Cert of Comp)		[Dec-27]

Budget Status ($000s)		
Project Category	**Budget**	**Expend**
2018	40,684	39,566
2019	22,247	17,491
2023	30,000	29,075
2024	35,000	2,179
2025	26,460	84
Total	**154,392**	**88,396**

Federal	154,392
Total	**154,392**

Project Scope Summary:

- The purpose of this midlife overhaul is to improve passenger comfort and safety, reliability, appearance and upgrade to current standards. The overhaul will replace and upgrade worn and marginal running gear, hardware, systems and components to extend the useful life of the cars. Fifty (50) Gen-1 cars are currently under contract - with (38) additional executed as option order 1. An additional (6) Gen-3 cars are executed as option order 2.

Project Benefit:

- Maintain State of Good Repair
- Reduce Operating Cost
- Grow and Retain Ridership
- Increase Service Reliability

Project Status and Continuing Activities:

- 71 cars delivered.
- 71 cars conditionally accepted and all are in service
- Base Order (50 cars) completed.

Project Notes of Interest:

- The current fleet of 121 Bombardier passenger rail cars consists of (88) Gen 1 cars, (7) Gen 2 cars and (26) Gen 3 cars with delivery dates of 1992, 1997 and 2002, respectively; none have undergone midlife overhaul.
- A contract with Talgo-Systra was executed June 28, 2019 for base order of 50 cars for $64M.
- Option Order 1 executed with $30M of FY23 and $35M of FY24 budget for additional 38 cars - total 88 cars.
- Option Order 2 executed with $26M of FY25 budget for additional 6 Cars - total 94 cars.

Project Risk:

- Out of Scope Repair: increase in the cost due to repairs required to perform by out-of-scope works.

Safety:

- No safety items.

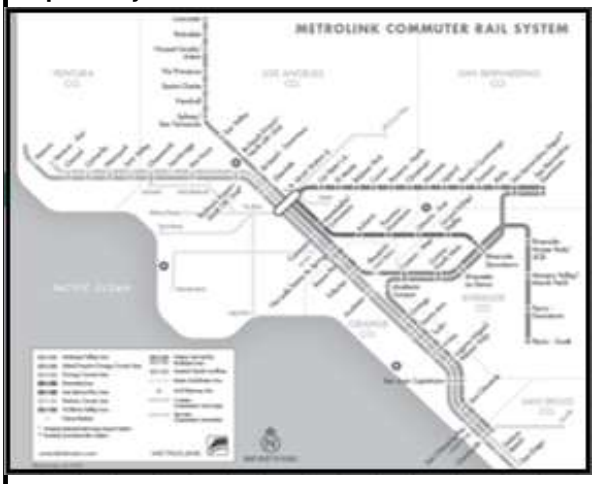
Project Manager: Christian Velez
velezc@scrra.net
Public Affairs Contact: Meredith Yeoman
YeomanM@scrra.net

Type: State of Good Repair **Phase: Multiple**

Subdivision: Systemwide **Asset Type:**Communications

Communication Systems Rehabilitation

Map of Project:



Schedule Summary		
Milestone	**Actual/[Forecast]**	
	Start	**End**
FY2019-20	Dec-19	Jun-24
FY2020-21	Jul-21	Jun-24
FY2021-22	Sep-22	[Dec-26]
FY2022-23	Apr-24	[Dec-26]
FY2023-24	Jul-24	[Jun-27]
FY2024-25	Jul-25	[Jun-27]

Budget Status ($000s)		
Project Category	**Budget**	**Expend**
2020	1,386	1,361
2022	2,425	2,166
2023	1,166	979
2024	1,795	806
2025	1,950	566
Total	**8,722**	**5,878**

Funding Sources ($000s)	
Federal	4,938
State	75
Local	3,709
Total	**8,722**

Project Scope Summary:

- Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog of Communication Systems. Annual rehab efforts inclide: WMS-upgrade, AC, battery, fiber, radio, audio and visual communication information systems rehabilitation.

Project Benefit:

- Maintain State of Good Repair
- Improve service reliability
- Reduce operating cost
- Reduce train accidents

Project Status and Continuing Activities:

- Systemwide Initiatives: Conversion of ATCS to CTC-ITCM across all subdivisions completed.
- Valley: Designs for VHF Radio Upgrade and CIS Upgrades at Sun Valley, Acton, Newhall, Sylmar, Burbank Downtown Station and Glendale Stations are all in-progress; Santa Clarita Station CIS Upgrade is completed.Punchlist is in progress.
- San Gabriel: Communication Fiber from San Bernardino to Rancho Cucamonga Station and VHF Radio Upgrade. CTO issued for the work. Construction has begun procurement of materal needed.
- Ventura: Construction of Fiber buildout from CP Las Posas, Moorpark Ave Xing, Moporpark CS & CP Colonia have been completed as of 11/25/25. Power distribution unit rehab are in-progress on all communication shelters.
- River: Communication shelter Pole Rehab completed June 2024. Rehab for Power, Video systems scope development.
- Orange Line: Fiber Installation to Intermediates Ph II 95% complete & Power distribution unit rehab are in-progress on all communication shelters.
- Perris Valley: Security Data Network WD inprogress, Estimated completion Dec 2026

Project Notes of Interest:

- Projects are funded on an annual basis by Member Agency per line/county.
- FY25 projects have been approved and ready for use.

Project Risk:

- Limited line-specific funding due to focus on systemwide projects, may delay completion of current initiatives.
- CIS Upgrades are needed at Stations that are not along adjacent Metrolink maintained track, along the 91 and Riverside Lines and on the LA portion of the Orange line. There is not an established funding mechanism for Annual Requests in these locations.

Safety:

- No known safety issues at this time.

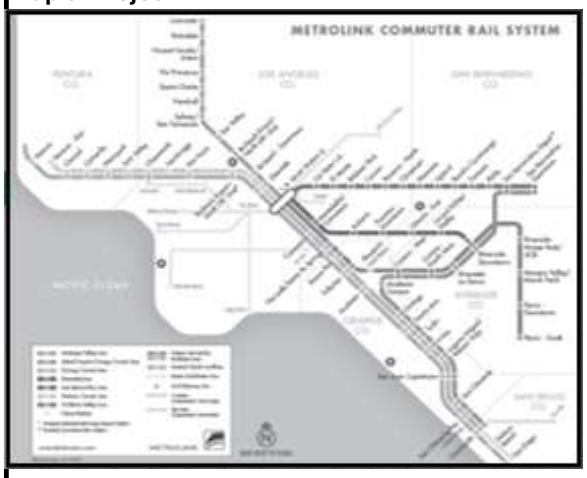
Project Manager: DeAndre Conley
conleyd@scrra.net
Public Affairs Contact: Meredith Yeoman
YeomanM@scrra.net

Type: State of Good Repair **Phase:** Construction

Subdivision: Systemwide **Asset Type:** PTC

On-Board Train Control Systems Rehabilitation

Map of Project:



Schedule Summary		
Milestone	Actual/[Forecast]	
	Start	End
FY2020-21	Jul-21	[Mar-26]
FY2021-22	Sep-22	[Jun-26]
FY2022-23	Apr-24	[Jun-27]
FY2023-24	Jul-24	[Jun-28]
FY2024-25	Jul-26	[Jun-28]

Budget Status ($000s)		
Project Category	Budget	Expend
2021	2,300	2,299
2022	2,500	927
2023	2,500	111
2024	2,500	376
2025	2,364	1
Total	**12,164**	**3,714**

Funding Sources ($000s)	
Federal	6,386
Local	5,778
Total	**12,164**

Project Scope Summary:

- Systemwide On-Board Train Control Systems Rehabilitation addresses PTC, Centralized Train Control systems and equipment to sufficiently rehabilitate aging infrastructure and growing backlog, including Software and Hardware for locomotives and cab cars.

Project Benefit:

- Maintain State of Good Repair
- Improve service reliability
- Reduce operating cost
- Reduce train accidents

Project Status and Continuing Activities:

- Global Positioning System Upgrade: DMU and ZEMU have been fully updated with new GPS modules and no issues have been reported. Work Directive is in progress against Alstom contract MSOP158 to perform fleet wide installation. Upgrade process to take an estimation of 2 years on all operational units.
- TMC Upgrade: 132 of 140 units have been upgraded. Completion of the remaining units is estimated for December 2026. Due to this being an industry-wide upgrade, the vendor is experiencing parts shortages and limited supply availability.
- Next Gen Data Radio: In the process of procuring new radios. Planned to create requisition by end of June
- PTC Simulator Upgrades: We are conducting weekly meetings to monitor the vendor's progress on the PTC simulator upgrades. The primary objective of these meetings is to ensure the vendor has all required documentation and technical information necessary to build the simulators in accordance with Metrolink specs. Based on the scope of information being requested and the time required to compile and provide it, a project timeline is currently being developed to establish a target completion date and delivery schedule to Pomona.

Project Notes of Interest:

- An annual budget of $2.5M is typically alotted for On-Board Train Control Systems Rehabilitation iniatives.
- Next Generation Radios for locomotives are now available by
- DMU and ZEMU unis are fully updated with new GPS modules
- Current Initiatives: 1)Upgrade currect simulators with modern graphics with updates rail projects ; 2) installing two new simulators to be located in the Pomona Campus.

Project Risk:

- Procurement - potential delays to Hardware aquistion and shipping delays that are out of Metrolink control.

Safety:

- Procurement - potential delays to Hardware aquistion and

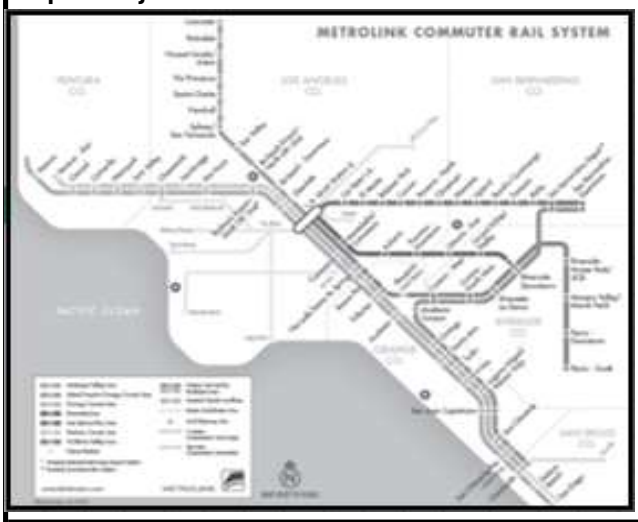
Project Manager: Jairo Rodriguez
rodriguezj@scrra.net
Public Affairs Contact: Meredith Yeoman
YeomanM@scrra.net

Type: State of Good Repair **Phase:** Construction

Subdivision: Systemwide **Asset Type:**PTC

Back-Office Train Control Systems Rehabilitation

Map of Project:



Schedule Summary		
Milestone	**Actual/[Forecast]**	
	Start	**End**
FY2018-19	Apr-19	Dec-24
FY2020-21	Jul-21	Oct-25
FY2021-22	Dec-22	[Dec-26]
FY2022-23	Mar-24	[Jun-27]
FY2023-24	Jul-24	[Jun-28]
FY2024-25	Jul-24	[Dec-28]

Budget Status ($000s)		
Project Category	Budget	**Expend**
2022	2,500	2,219
2023	2,500	1,108
2024	2,500	21
2025	2,833	3
Total	**10,333**	**3,351**

Funding Sources ($000s)	
Federal	5,425
Local	4,908
Total	**10,333**

Project Scope Summary:

- Addresses PTC, Centralized Train Control systems and equipment to sufficiently rehabilitate aging infrastructure and growing backlog; this includes upgrading and or replacing dispatching workstation equipment, Train Control software and hardware, and Back Office systems backup equipment. Testing enhanced field and office software (CAD, BOS, ITCM, etc.) in preparation of implementation into the production environment.

Project Benefit:

- Maintain State of Good Repair
- Increased reliability of train control network
- Increased safety and business continuity

Project Status and Continuing Activities:

- FY21 Back Office tasks complete and PM working on closing out final deliverables and project closeout beginning next qtr
- Continued design phase of production rehab. (Servers have been overdue for replacement)
- Ongoing change configuration management and back office PM support for rehab projects. Exp. completion Dec 27
- Continued support for rehab of train control back office with PTC Network Engineering Administrator
- Continuing to plan for FY25 purchases and rehab of back office production equipment
- Working with contracts to procure and eplace current PTC office dashboard. Expected completion June 27

Project Notes of Interest:

- Back-Office PTC Rehabilitation funded annually by Member Agencies (all-share);
- Metrolink adhering to FRA regulations & industry interoperability requirements with partners;
- Annual funding required due to a phased rehab approach.

Project Risk:

- Internal staffing and manpower. Back office in need of additional dedicated resources. Currently relying on consultants.

Safety:

- Minimize risk of train control and revenue service interruption
- Reduced probability of train control equipment and hardware failure and service interruption.
- Software upgrades with safety enhancement features.

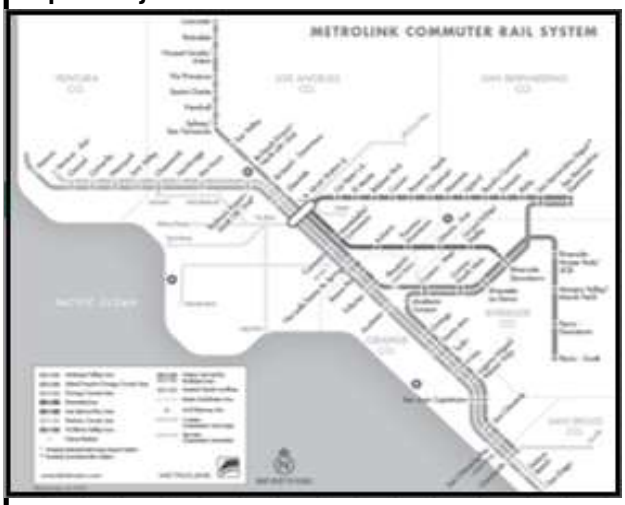
Project Manager: Sasank Kuditipudi
kuditipudis@scrra.net
Public Affairs Contact: Meredith Yeoman
YeomanM@scrra.net

Type: State of Good Repair | **Phase:** Construction

Subdivision: Systemwide | **Asset Type:** Equipment

Rolling Stock State of Good Repair

Map of Project:



Schedule Summary		
Milestone	**Actual/[Forecast]**	
	Start	**End**
FY2018-19	Apr-19	[Dec-26]
FY2019-20	Apr-20	[Jul-26]
FY2020-21	Sep-21	[Oct-27]
FY2021-22	Dec-22	[Jun-27]
FY2022-23	Mar-24	[Dec-30]
FY2023-24	Jul-24	[Jun-31]
FY2024-25	Aug-25	[Aug-28]

Budget Status ($000s)		
Project Category	**Budget**	**Expend**
2019	6,226	2,099
2020	3,400	2,857
2021	11,291	6,767
2022	2,200	1,370
2023	16,608	1,976
2024	15,385	2,378
2025	50,502	193
Reprogrammed	11,958	54
Total	**117,571**	**17,694**

Funding Sources ($000s)	
Federal	42,225
State	11,081
*Local	64,265
Total	**117,571**

Project Scope Summary:

- The Rolling Stock State of Good Repair program includes annual allotments for the rehabilitation and replacement of existing Rolling Stock Equipment and its components.

Project Benefit:

- Maintain State of Good Repair
- Increase system utilization
- Improve service reliability
- Reduce operating cost

Project Status and Continuing Activities:

- Rotem HVAC Overhaul: 152 of 184 HVAC units overhauled; 63 of 92 control panels overhauled.
- Bombardier HVAC Overhaul: Initial order of 180 units overhauled; Additional order of 87 HVAC's to be overhauled has been placed and 54 of 87 units overhauled
- Rotem Emergency Window Gasket Replacement: NTP issued - First Article Inspection Completed.
- Cab Car DVR & Camera Replacement: Board approved Feb. 2026, awaiting NTP. Expected completion Dec. 2027
- Rotem Door Overhaul: 1) End-Door System Replacement - 122/137 cars completed; 2) Data Logger - SOW to be included in HR railcar overhaul.
- Passenger Seat Enhancement - Base order deliveries completed
- Oxnard Accident & OOS Railcar Rehab - procurement in progrss.
- MP36 Locomotive Overhaul & Repair - procurement completed; NTP issued in April 2026

Project Notes of Interest:

- Program consists of rolling, multi-year fundings, with combination of multi-year, continuation of projects (HVAC Overhauls) and some single-year funded projects.
- An additional $11.6M was approved for FY23, which will be added to Dashboard following execution of FTA Grants.

Project Risk:

- Unsuccessful IFBs across multiple projects have continued to slow project progress.

Safety:

- No safety items.

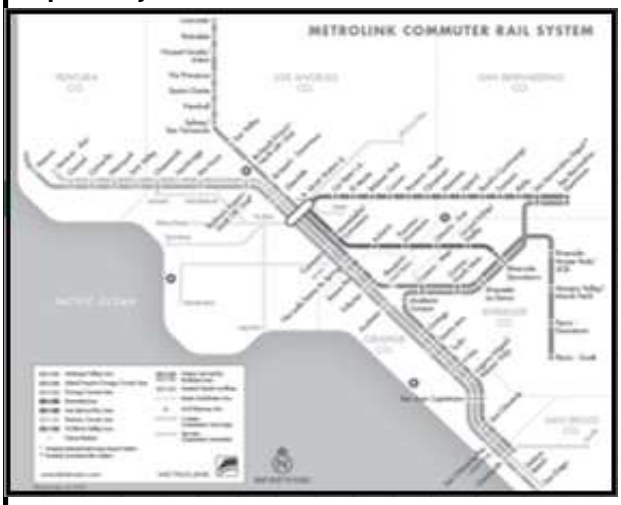
Project Manager: Neil Brown
browna@scrra.net
Public Affairs Contact: Meredith Yeoman
YeomanM@scrra.net

Type: State of Good Repair **Phase:** Construction

Subdivision: Systemwide **Asset Type:** Track & ROW Maintenance

Track Maintenance

Map of Project:



Schedule Summary		
Milestone	**Actual/[Forecast]**	
	Start	**End**
FY2018-19 - Systemwide	Apr-19	Jan-22
FY2019-20 - Systemwide	Mar-20	Dec-22
FY2020-21 - Systemwide	Jul-21	Jun-23
FY2020-21 - Orange	Sep-21	Jun-25
FY2021-22 - Systemwide	Dec-21	[Dec-26]
FY2022-23 - Systemwide	Mar-24	[Dec-27]
FY2023-24 - Systemwide	Jul-24	[Dec-28]
FY2024-25 - Systemwide	Jul-25	[Dec-29]

Budget Status ($000s)		
Project Category	**Budget**	**Expend**
2022	3,500	3,386
2023	3,500	3,228
2024	3,500	3,149
2025	7,311	15
Total	**17,811**	**9,777**

Funding Sources ($000s)	
Federal	8,690
Local	9,121
Total	**17,811**

Project Scope Summary:

- Systemwide Track Preventative Maintenance addresses recurring requirements to sufficiently maintain aging rail and track infrastructure. Rail Grinding prolongs the life of rail and minimize defects. Production Track Surfacing restores track profiles and cross sections. Orange Track Work rehabilitates infrastructure impacted by weather.

Project Benefit:

- Maintain State of Good Repair
- Improve service reliability
- Reduce operating cost
- Reduce train accidents

Project Status and Continuing Activities:

- Rail Grinding: 6-days rail grinding completed Dec 2024 (Valley and Ventura Subdivisions). Next grinding: Winter 26-27.
- Track surfacing continues systemwide.
- Planning next efforts for vacuum truck to clean ballast within tunnels for Fall 2026

Project Notes of Interest:

- Rail Surfacing was incorporated into the annual SOGR request with Systemwide Rail Grinding beginning in FY2020-2021.
- Track rehabilitation is identified by the Metrolink Rehabilitation Plan (MRP) and aligns with the combined track & signals maintenance RFP scope and implementation. Rail Grinding and surfacing addresses "rolling contact fatigue" (RCF) resulting in rail life savings. This work also addresses noise concerns and positively impacts ride quality.

Project Risk:

- If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Per FRA CFR 213 standards slow orders may be required if the project is not completed and may result in delays to passenger service.

Safety:

- No issues to report.

Project Manager: Fia AhSue
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Public Affairs Contact: Meredith Yeoman
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Type: New Capital **Phase:** Environmental/Design/Construction

Line(s): Systemwide **Asset Type:** Multiple

Southern California Optimized Rail Expansion (SCORE) Phase 1 - SCRRA Implemented Projects

Map of Project:



Schedule Summary*		
Milestone	**Actual / [Forecast]**	
	Start	**End ****
Start of Project (Phase 1)	Aug-18	
Design (5%/30%/60%/Final)	Sep-18	[Jan-27]
Environmental	Oct-18	Apr-24
ROW Agreements / Acquisition	Mar-20	[Apr-27]
Advertise - Award	Aug-19	[Oct-27]
Construction - Early Construction***	Jan-20	Nov-23
Construction	Feb-21	[Jun-29]
Closeout		[Jun-30]

*Based on 6/30/24 Master Schedule Rebaseline

**Serra Siding is in the environmental phase for an extended period and is not included in the schedule. Dates capture the addition of new projects (AVL, Sequoia, Cogswell) and have caused overall completion dates to shift.

***OC Interim Setout Track work and Signal Projects

Budget Status ($000s)		
Project Category	**Budget(1)**	**Expend**
Design/Design Support	75,045	39,251
Materials	2,255	263
Construction	299,693	22,392
Maintenance	4,439	630
Third Party (RR Work Order)	183,376	127
Prof. Services (CM, PM, Oth	137,480	40,478
MIS	101	121
Rolling Stock	7,700	0
Agency	71,922	22,660
Project Reserve	79,615	-
Total	**861,626**	**125,922**

(1) Budgets have not been fully developed. Unallocated budgets are shown under Project Reserve. Budgets for the Rail Car Rebuild and RYRM projects are excluded.

Funding Sources ($000s)	
Federal (2)	$86,327
State (3)	$691,811
Local (4)	$86,943
Other	$0
Total (5)	**$865,081**

(2) FRA-SGR, FHWA CARSI, CRISI Grants

(3) TIRCP, AHSC, STA Grants

(4) LACMTA (Measure M, Measure R), City of Simi Valley

(5) The funding shown does not include funds allocated directly to member agencies. SCRRA support for these projects will be added once agreements are finalized

Project Scope Summary:

Implement rail infrastructure necessary to support expanded commuter rail passenger services, consisting of 30 minute peak hour peak direction service on the Ventura, San Bernardino, Orange County, and Antelope Valley Lines.

Project Benefit:

- Increased capacity and service
- Grow and retain ridership
- Operational flexibility

Project Status and Continuing Activities:

- Starting environment clearance on Fullerton Interlocker and proceeding with the 30% design.
- Continuing negotiations with the City of El Monte on the Purchase & Sale Agreement on the El Monte Siding project.
- Started design process on Lilac to Sycamore.
  Started preliminary engineering work on the CP Riverside 2nd Crossover Project
- IFB for the San Gabriel Sub projects (Marengo Siding and Rancho Cucamonga Siding) is out for bid
- Starting procurement of design consultant for Kathrine and Tampa crossing on the Ventura Sub.
- Negotiations with Union Pacific over the fiber relocation issue continue for Simi Valley Double Track Project

Project Notes of Interest:

- SCORE Phase 1 - approximately $2.4 billion in secured funding to date for infrastructure projects consisting of additions or improvements to track, signals, stations, and maintenance facilities.

  $107M TIRCP 2020 award for the Antelope Valley Line Capacity and Service Improvements Program.
- $107M TIRCP Supplemental 2023 Cycle 6 awarded for funding shortfalls for Simi Valley, El Monte, and BNSF Fullerton-Esperanza.
- $30 million CRISI award funds the construction of a 4.8-mile third mainline track between CP Atwood and CP Esperanza on the BNSF San Bernardino Subdivision.
- $19.77M TIRCP grant awarded for construction of the Rail Yard Rehabilitation and Modernization (RYRM) portion of LinkUS Project.
- $44.8M TIRCP 2024 award for the Eastern Maintenance Facility (EMF) Development
  AVL Capacity Improvements was transitioned from Metro to Metrolink to lead Final Design and
- Construction; OCMF currently led by OCTA will be transitioned to Metrolink to lead Final Design and Construction upon completion of environmental phase.

Project Risk:

- **Construction Cost Increase/Risks -** Design on major construction projects is substantially complete. There is anticipated higher than expected costs due increased material costs, increase cost for ROW acquisitions, utility relocation and overall inflation. Multiple projects are underfunded and there is a risk of delay until the funding gap is closed.
- **Timing of CTC Allocations and Delay in Receiving Program Supplements -** Identify timeframe to request allocations to avoid schedule delays or work stoppage due to cash flow issues; make direct contact with CTC staff.
- **ROW Acquisitions -** Prioritize/phase ROW parcel acquisition based on critical path and establish workflow. Regularly inform member agencies and Caltrans of work progress towards ROW Certification.
- **Third Party Agreements -** Risk of delays for stakeholder agreements/approvals for multiple projects spanning ROW, utilities, work orders and design approvals.

Safety:

- No issues to report

Schedule:

- There is a risk for delayed construction start of the Simi Valey project due to agreement negotiations with Union Pacific Railroad on fiber relocation

Program Manager Maria Leible
leiblem@scrra.net

Public Affairs Contact Kevin Alvarado
AlvaradoK@scrra.net

Type: New Capital **Phase:** Construction

Subdivision: Orange County Line **Asset Type:** Track, Structures, & Signals

San Juan Creek Bridge

Map of Project:



Schedule Summary		
Milestone	**Actual/[Forecast]**	
	Start	**End**
Environmental Approval	Apr-19	Jan-20
Design (SCRRA Lead)	Dec-15	May-20
ROW Acquisition (OCTA Lead)	Dec-22	May-23
Construction Bid & Award (SCRRA)	Jul-23	Dec-23
Construction (SCRRA)	Dec-23	[Feb-27]
Closeout	[Jul-26]	[July-27]

Budget Status ($000s)		
Project Category	**Budget**	**Expend**
Design and Design Support	1,457	1,126
Construction (Incl. Flagging)	48,200	38,719
Maintenance	2,449	2,443
Prof. Services (CM, PM, Other)	6,908	5,144
Agency	669	607
Total	**59,684**	**48,040**

Funding Sources ($000s)	
Federal	37,106
State	22,578
Total	**59,684**

Project Scope Summary:

- Construction of replacement for the existing 300-ft span thru-plate girder San Juan Creek Bridge built circa 1900 at MP 197.9 in the City of San Juan Capistrano on the LOSSAN rail corridor. The LOSSAN rail corridor serves Metrolink commuter trains (operated by SCRRA), Amtrak intercity trains, and BNSF Railway freight trains and is identified as the second most heavily traveled intercity passenger rail corridor in the nation. The new bridge is a three-span 350-foot TPG bridge adjacent to the existing bridge to minimize impact to rail traffic and reduce construction complication and costs.

Project Benefit:

- Increase safety and prevent delays to customers
- Avoid interruption of freight train service
- Increase load capacity of the superstructure to meet high-wide heavy requirements and agreements with Freight partners

Project Status and Continuing Activities:

- Went to board in Feb 2026, to add contingency to FlatIron's Contract to issue a Change order for the Sheet Pile wall installation that OCPW is requesting in their R/W.
- Dry season started in April 1st, working with OCPW to install additional Sheet Piles in their R/W as part of project. Project on schedule.
- Final track punchlist items in progress.Completion scheduled for June 2026

Project Notes of Interest:

- Design was completed under separate rehabilitation project (516621); remaining funds from that project will be transfer to capital project.
- Construction funding secured under a Co-op Agreement between SCRRA and OCTA.
- The LOSSAN rail corridor serves Metrolink commuter trains (operated by SCRRA), Amtrak intercity trains, and BNSF Railway freight trains and is identified as the second most heavily traveled intercity passenger rail corridor in the nation.

Project Risk:

- Schedule Delays: Activities in the river can only be performed during Dry Season per Environmental clearance.

Safety:

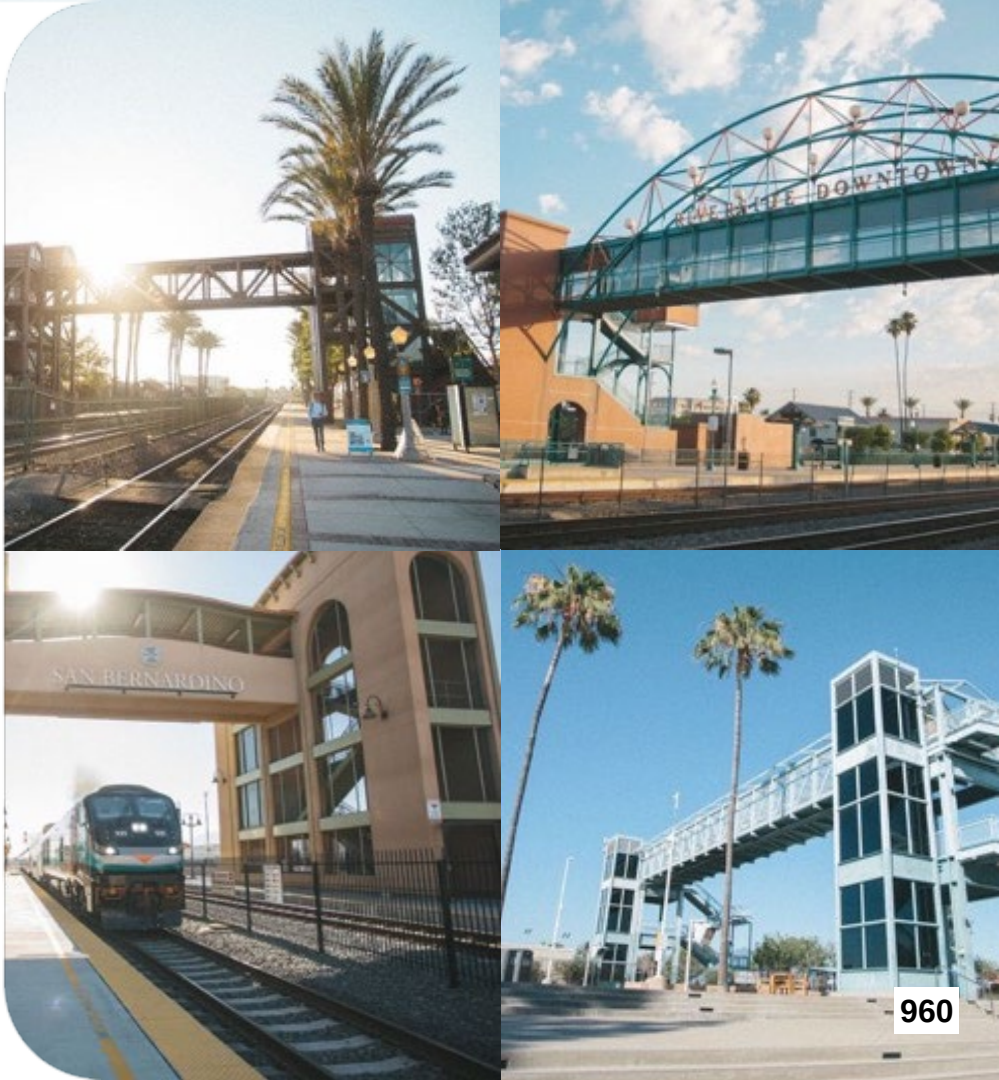
- None so far.

Project Manager: Aaron Azevedo
azevedoa@scrra.net
Public Affairs Contact: Meredith Yeoman
YeomanM@scrra.net

METROLINK

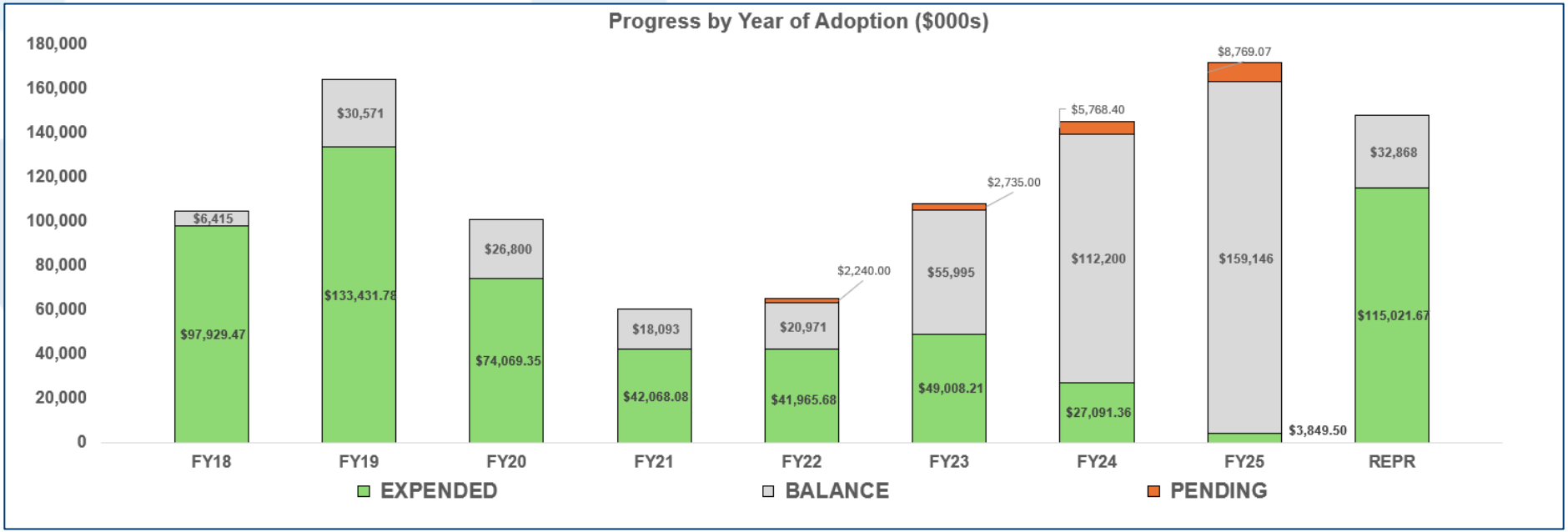
Capital Program Status Report

Receive and file.



Capital Program Status Overview

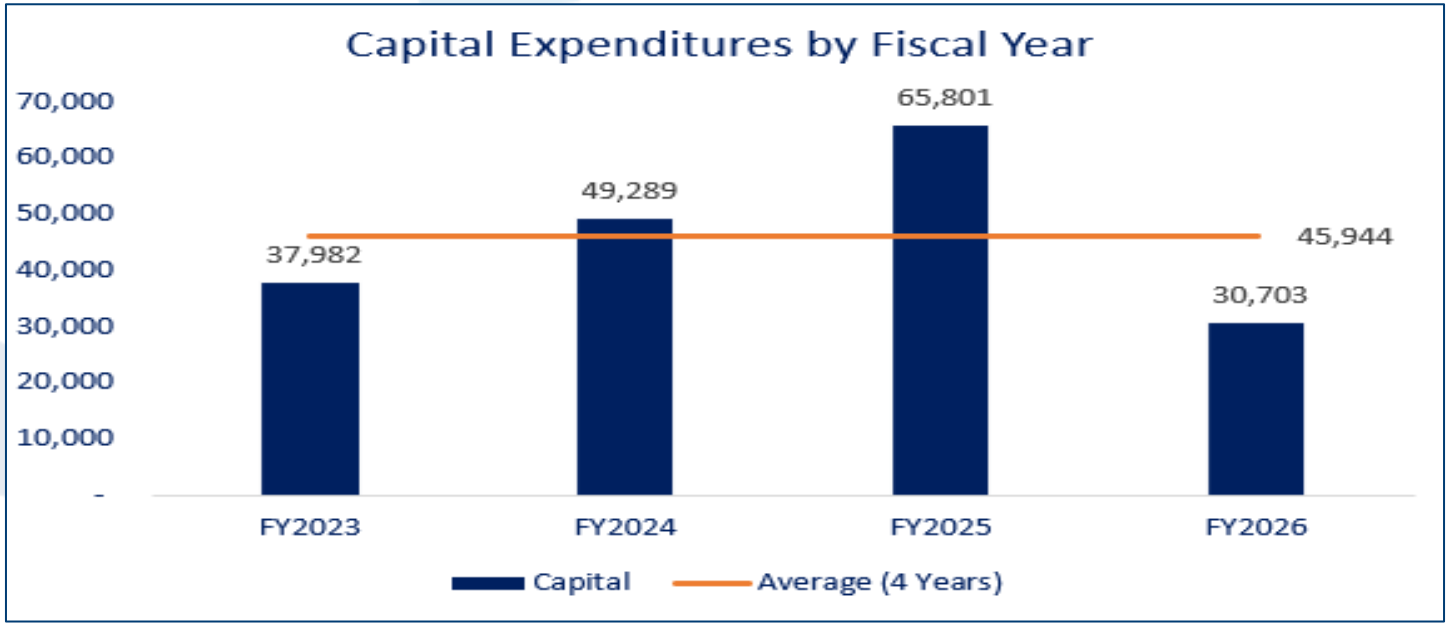
- $1.05B allocated from FY18 thru FY25 as part of annual capital budgets
- $585M expended thru March 31, 2026



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Capital Program Status – New Capital & SCORE

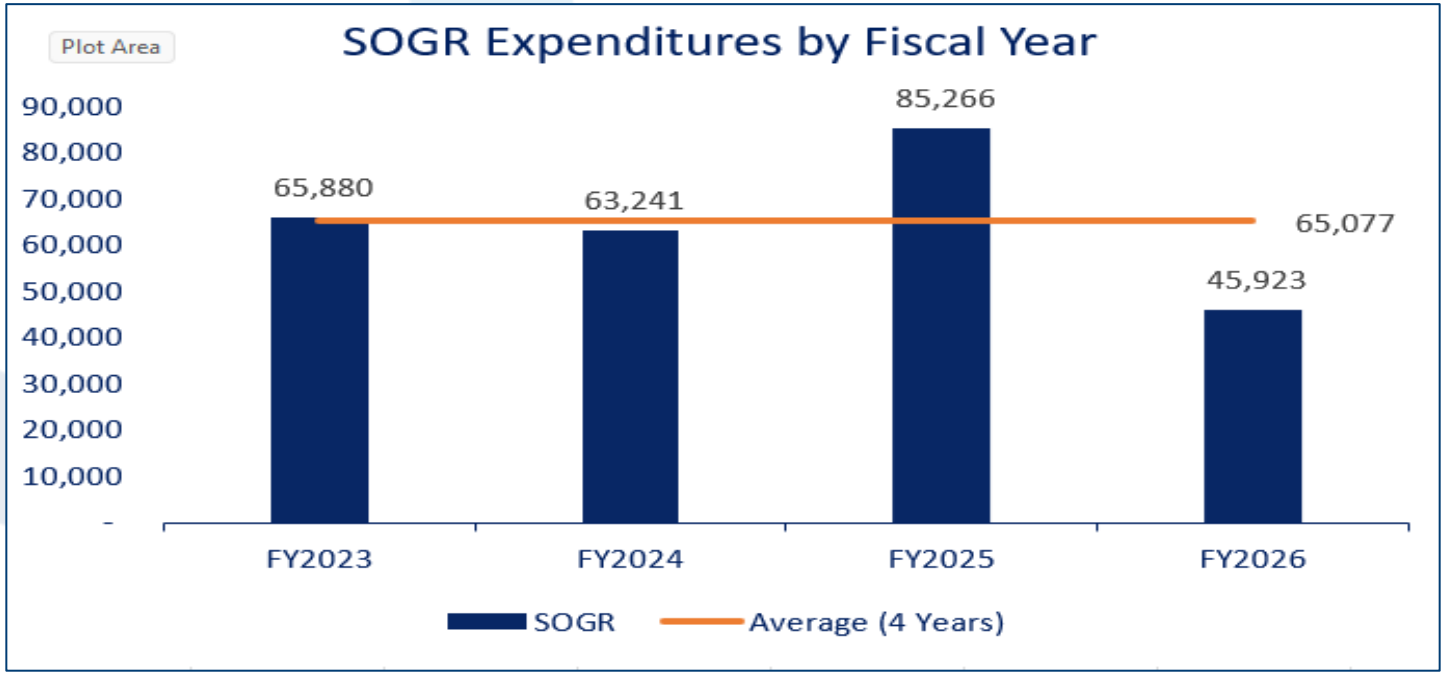
- Budget for New Capital Program is $1.13B; of which $308M is spent across 156 active projects.
- This includes 102 projects part of the SCORE program.



METROLINK

Capital Program Status – State of Good Repair

- State of Good Repair Budget is $643M out of which $274M is spent across 200 active projects



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Progress Pictures – San Juan Creek Bridge



Grading of ROW Continues



Excavating for Pier 3 In-Progress

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Thank you.