



SAN FERNANDO VALLEY COUNCIL OF GOVERNMENTS

A Joint Powers Authority

**BOARD OF DIRECTORS
SPECIAL BOARD MEETING
AGENDA**

Monday, October 26, 2026 — 10:30 a.m.

Old Town Newhall Library
Community Room
24500 Main St.
Santa Clarita, CA 91321

BOARD OF DIRECTORS

Chair: Councilmember Mary Mendoza, City of San Fernando

Vice-Chair: Councilmember Nithya Raman, 4th District, City of Los Angeles

Supervisor Lindsey Horvath, 3rd Supervisorial District, County of Los Angeles

Supervisor Kathryn Barger, 5th Supervisorial District, County of Los Angeles

Mayor Tamala Takahashi, City of Burbank

Councilmember Alek Bartrosouf, City of Glendale

Councilmember Marsha McLean, City of Santa Clarita

Councilmember Adrin Nazarian, 2nd District, City of Los Angeles

Councilmember Bob Blumenfield, 3rd District, City of Los Angeles

Councilmember Imelda Padilla, Council 6th District, City of Los Angeles

Councilmember Monica Rodriguez, 7th District, City of Los Angeles

Councilmember John Lee, 12th District, City of Los Angeles

STAFF

SFVCOG Fiscal Agent: Elaine Wu, County of Los Angeles

SFVCOG Secretary: Los Angeles County Commission's Office

John Bwarie, Executive Director, San Fernando Valley COG

Elizabeth Pennington & Ayano Wolff, Deputy County Counsels, County of Los Angeles

OPEN SESSION

1. CALL TO ORDER

2. ROLL CALL

3. PLEDGE OF ALLEGIANCE

4. PUBLIC COMMENTS

5. EXECUTIVE DIRECTOR REPORT

Updates, remarks and recommendations from the Executive Director

6. MINUTES

July 13, 2026 Board of Directors Meeting Minutes ([PAGE 4](#))

Recommended Action: *Approve minutes.*

Public Comment/Correspondence

7. FINANCIAL REPORT ([PAGE 13](#))

Review FY 2026-27 Financials July 1, 2026 through September 30, 2026

Recommended Action: *Receive and file financial report.*

Public Comment/Correspondence

8. METROLINK FY27 BUDGET AND SERVICE REDUCTIONS ([PAGE 14](#))

Recommended Action: *Take a position to oppose cuts on the Antelope Valley Line and the Ventura County Line and direct staff to work with Metrolink and regional partners to minimize service reductions.*

Public Comment/Correspondence

9. CONNECTING NORTH HOLLYWOOD STATION TO HOLLYWOOD BURBANK AIRPORT ([PAGE 24](#))

Recommended Action: *Direct staff to initiate coordination with the City of Los Angeles, the City of Burbank, and other regional partners on a direct transit connection between North Hollywood Station and Hollywood Burbank Airport.*

Public Comment/Correspondence

10. RECOGNITION OF OUTGOING COUNCILMEMBER MARSHA McLEAN

11. AGENDA ITEMS FOR FUTURE BOARD MEETINGS

- a. Coordination on filming in the SFVCOG region

12. BOARD MEMBER ANNOUNCEMENTS

13. NEXT MEETING

Board Meeting: January 11, 2027 10:30 AM in Burbank

14. ADJOURNMENT

Notices:

Meetings of the San Fernando Valley Council of Governments are recorded. Minutes of each meeting are available at <http://sfvcog.org/> after the Board approves them. A person with a disability may contact the San Fernando Valley Council of Governments before the scheduled meeting to request receipt of an agenda in an alternative format or to request disability-related accommodations, in order to participate in the public meeting, requests will be met to the extent feasible. Email info@sfvcog.org for accommodation. The entire agenda package and any meeting related writings or documents provided to a majority of the Board of Directors after distribution of the agenda package, unless exempt from disclosure pursuant to California Law, are also available.



SAN FERNANDO VALLEY COUNCIL OF GOVERNMENTS

A Joint Powers Authority

BOARD OF DIRECTORS

BOARD MEETING

MINUTES **DRAFT**

Monday, July 13, 2026 — 10:30 a.m.

Van Nuys City Hall
Council Chambers
14410 Sylvan St. #215
Van Nuys, CA 91401

BOARD OF DIRECTORS

Chair: Councilmember Mary Mendoza, City of San Fernando
Vice-Chair: Councilmember Nithya Raman, 4th District, City of Los Angeles
Supervisor Lindsey Horvath, 3rd Supervisorial District, County of Los Angeles
Supervisor Kathryn Barger, 5th Supervisorial District, County of Los Angeles
Mayor Tamala Takahashi, City of Burbank
Councilmember Dan Brotman, City of Glendale
Councilmember Marsha McLean, City of Santa Clarita
Councilmember Adrin Nazarian, 2nd District, City of Los Angeles
Councilmember Bob Blumenfield, 3rd District, City of Los Angeles
Councilmember Imelda Padilla, Council 6th District, City of Los Angeles
Councilmember Monica Rodriguez, 7th District, City of Los Angeles
Councilmember John Lee, 12th District, City of Los Angeles

STAFF

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Elizabeth Pennington & Ayano Wolff, Deputy County Counsels, County of Los Angeles

San Fernando Valley Council of Governments

Board of Directors **DRAFT** Meeting
Minutes - Monday, July 13, 2026

OPEN SESSION

1. CALL TO ORDER

Chair Mary Mendoza called the meeting to order at 10:42 a.m.

2. ROLL CALL

Roll call was conducted by staff.

QUORUM ESTABLISHED (9 Members)

Present: 9: Dave Perry for Board Member Kathryn Barger
Paola Bassignana for Board Member Monica Rodriguez
Andres Sandoval for Board Member Imelda Padilla
Daniel Lopez for Board Member Adrin Nazarian
Jeff Jacobberger for Board Member Bob Blumenfield
Myrka Martinez for Board Member John Lee
Board Member Tamala Takahashi
Board Member Dan Brotman
Chair Mary Mendoza

Absent: 3: Board Member Lindsey P. Horvath
Vice Chair Nithya Raman
Board Member Marsha McLean

3. PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was recited.

4. PUBLIC COMMENTS

Brian Gavidia provided public comments.

5. EXECUTIVE DIRECTOR REPORT ([PAGE 4](#))

- *Updates, remarks and recommendations from the Executive Director*

John Bwarie, Executive Director, provided a report on the following:

- Letters of Support to the Metro Board of Governance, Support for AB 2002, and Support for LA Metro CRISIS Grant Application have been issued at the Board's direction at previous meetings.
- Testified at the Metrolink meeting regarding funding as Metrolink remains at a funding deficit. Metrolink is seeking \$35M from the State to cure the deficit.

- The Contract to distribute \$100K Measure H funding executed with the five community colleges to support individuals seeking assistance who are experiencing homelessness or on the verge of homelessness.

6. MINUTES

April 13, 2026 Board of Directors Meeting Minutes ([PAGE 10](#))

Recommended Action: *Approve minutes.*

Public Comment/Correspondence

Chair Mary Mendoza pointed out a formatting error on the Minutes' cover page. John Bwarie, Executive Director, explained that was an error in printing that should be corrected.

There was no public comment on this item.

On motion by Board Member Dan Brotman, seconded by Andres Sandoval for Board Member Imelda Padilla, the SFVCOG Board of Directors approved the April 13, 2026 Board of Directors Meeting Minutes as corrected by the following vote:

Ayes: 6: Dave Perry for Board Member Kathryn Barger
Andres Sandoval for Board Member Imelda Padilla
Daniel Lopez for Board Member Adrin Nazarian
Jeff Jacobberger for Board Member Bob Blumenfield
Board Member Dan Brotman
Chair Mary Mendoza

Abstain: 3: Paola Bassignana for Board Member Monica Rodriguez
Myrka Martinez for Board Member John Lee
Board Member Tamala Takahashi

Absent: 3: Board Member Lindsey P. Horvath
Vice Chair Nithya Raman
Board Member Marsha McLean

7. FINANCIAL REPORT ([PAGE 19](#))

Review FY 2025-26 Financials April 1, 2026 through June 30, 2026

Recommended Action: *Receive and file financial report.*

Public Comment/Correspondence

This item was taken up after Item 8.

John Bwarie, Executive Director, presented a brief overview of the FY 2025-2026 Financial Report and answered questions posed by the SFVCOG Board of Directors.

There was no public comment on this item.

On motion by Board Member Tamala Takahashi, seconded by Jeff Jacobberger for Board Member Bob Blumenfield, the SFVCOG Board of Directors approved the FY 2025-2026 Financial Report by the following vote:

Ayes: 9: Dave Perry for Board Member Kathryn Barger
Paola Bassignana for Board Member Monica Rodriguez
Andres Sandoval for Board Member Imelda Padilla
Daniel Lopez for Board Member Adrin Nazarian
Jeff Jacobberger for Board Member Bob Blumenfield
Myrka Martinez for Board Member John Lee
Board Member Tamala Takahashi
Board Member Dan Brotman
Chair Mary Mendoza

Absent: 3: Board Member Lindsey P. Horvath
Board Member Nithya Raman
Board Member Marsha McLean

8. FY 2024-25 ANNUAL AUDIT REPORT ([PAGE 20](#))

Review FY 2024-25 Annual Audit Report

Recommended Action: *Receive and file the FY 2024-25 Annual Audit Report.*

Public Comment/Correspondence

This item was taken up after Item 6.

John Bwarie, Executive Director, presented a brief overview of the FY 2024-2025 Annual Audit Report and answered questions posed by the SFVCOG Board of Directors.

There was no public comment on this item.

On motion by Jeff Jacobberger for Board Member Bob Blumenfield, seconded by Board Member Dan Brotman, the SFVCOG Board of Directors approved the FY 2024-2025 Annual Audit Report by the following vote:

Ayes: 9: Dave Perry for Board Member Kathryn Barger
Paola Bassignana for Board Member Monica Rodriguez
Andres Sandoval for Board Member Imelda Padilla
Daniel Lopez for Board Member Adrin Nazarian
Jeff Jacobberger for Board Member Bob Blumenfield
Myrka Martinez for Board Member John Lee
Board Member Tamala Takahashi
Board Member Dan Brotman
Chair Mary Mendoza

Absent: 3: Board Member Lindsey P. Horvath
Vice Chair Nithya Raman
Board Member Marsha McLean

9. HIGH-SPEED RAIL AD HOC COMMITTEE (PAGE 38)

Recommended Action: *Reconstitute ad hoc committee and determine member representation.*

Public Comment/Correspondence

This item was taken up after Item 7.

John Bwarie, Executive Director, presented a brief background and overview for the request to reconstitute the High-Speed Rail Ad Hoc Committee and answered questions posed by the SFVCOG Board of Directors. Several members provided comment in support of this action.

There was no public comment on this item.

On motion by Board Member Tamala Takahashi, seconded by Andres Sandoval for Board Member Imelda Padilla, the SFVCOG Board of Directors approved the Hi-Speed Rail Ad Hoc Committee, with the Committee Members to be comprised of Board Members from Supervisorial District 5, City of Burbank, City of Santa Clarita, City of Los Angeles 5th District and City of Los Angeles 6th District, by the following vote:

Ayes: 9: Dave Perry for Board Member Kathryn Barger
Paola Bassignana for Board Member Monica Rodriguez
Andres Sandoval for Board Member Imelda Padilla
Daniel Lopez for Board Member Adrin Nazarian
Jeff Jacobberger for Board Member Bob Blumenfeld
Myrka Martinez for Board Member John Lee
Board Member Tamala Takahashi
Board Member Dan Brotman
Chair Mary Mendoza

Absent: 3: Board Member Lindsey P. Horvath
Vice Chair Nithya Raman
Board Member Marsha McLean

10. APPOINTEE REVIEW (PAGE 47)

Recommended Action: Review and affirm SFVCOG appointees to external organizations and appoint representatives to vacant positions.

Public Comment/Correspondence

John Bwarie, Executive Director, presented an overview of the current appointees and vacancies and answered questions posed by the SFVCOG Board of Directors.

There was no public comment on this item.

On motion by Board Member Dan Brotman, seconded by Jeff Jacobberger for Board Member Bob Blumenfield, the SFVCOG Board of Directors approved the appointment of Glendale Councilmember Alek Bartosouf to the SCAG Transportation Committee by the following vote:

Ayes: 9: Dave Perry for Board Member Kathryn Barger
Paola Bassignana for Board Member Monica Rodriguez
Andres Sandoval for Board Member Imelda Padilla
Daniel Lopez for Board Member Adrin Nazarian
Jeff Jacobberger for Board Member Bob Blumenfield
Myrka Martinez for Board Member John Lee
Board Member Tamala Takahashi
Board Member Dan Brotman
Chair Mary Mendoza

Absent: 3: Board Member Lindsey P. Horvath
Vice Chair Nithya Raman
Board Member Marsha McLean

After further discussion, on motion by Board Member Tamala Takahashi, seconded by Board Member Dan Brotman, the SFVCOG Board of Directors delegated authority to the Executive Director to fill the remaining vacancies with representation spread among the jurisdiction and City of Los Angeles, including an appointment of Marcos Fuentes to the METRO Streets and Highways Subcommittee, and to report back to the SFVCOG Board of Directors by the following vote:

Ayes: 9: Dave Perry for Board Member Kathryn Barger
Paola Bassignana for Board Member Monica Rodriguez
Andres Sandoval for Board Member Imelda Padilla
Daniel Lopez for Board Member Adrin Nazarian
Jeff Jacobberger for Board Member Bob Blumenfield
Myrka Martinez for Board Member John Lee
Board Member Tamala Takahashi
Board Member Dan Brotman
Chair Mary Mendoza

Absent: 3: Board Member Lindsey P. Horvath
Vice Chair Nithya Raman
Board Member Marsha McLean

11. SFVCOG POSITIONING FOR LA28 EQUESTRIAN SUPPORT (PAGE 49)

Recommended Action: Authorize an amount not to exceed \$30,000 from SFVCOG reserves to complete the Foothill Equestrian Corridor regional prospectus.

Public Comment/Correspondence

John Bwarie, Executive Director, presented a brief overview of the Foothill Equestrian Corridor regional prospectus, and answered questions posed by the SFVCOG Board of Directors.

Paola Bassignana, for Board Member Monica Rodriguez, also addressed the SFVCOG Board of Directors and gave additional information.

Elizabeth Pennington, County Counsel, recommended if there were a motion to grant the request, due to the short timeline it would be advisable to include delegating authority to the Chair or Executive Director to execute any necessary contracts.

There was no public comment on this item.

On motion by Paola Bassignana for Board Member Monica Rodriguez, seconded by Andres Sandoval for Board Member Imelda Padilla, the SFVCOG Board of Directors approved the requested funding and delegated authority to the Chair or Executive Director to execute contracts by the following vote:

Ayes: 9: Dave Perry for Board Member Kathryn Barger
Paola Bassignana for Board Member Monica Rodriguez
Andres Sandoval for Board Member Imelda Padilla
Daniel Lopez for Board Member Adrin Nazarian
Jeff Jacobberger for Board Member Bob Blumenfield
Myrka Martinez for Board Member John Lee
Board Member Tamala Takahashi
Board Member Dan Brotman
Chair Mary Mendoza

Absent: 3: Board Member Lindsey P. Horvath
Vice Chair Nithya Raman
Board Member Marsha McLean

12. AGENDA ITEMS FOR FUTURE BOARD MEETINGS

There were none.

13. BOARD MEMBER ANNOUNCEMENTS

Board Member Tamala Takahashi announced Burbank would be hosting a FIFA Fan Zone viewing party on July 18 and 19, 2026. Tickets for the viewing area would be available for \$20.

Executive Director John Bwarie announced the next SFVCOG Board of Directors meeting would be the last for Board Member Marsha McLean.

14. NEXT MEETING

Chair Mary Mendoza announced the next Board Meeting is scheduled for October 19, 2026 at 10:30 a.m. in Santa Clarita.

15. ADJOURNMENT

Chair Mary Mendoza adjourned the meeting at 11:42 a.m.

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San Fernando Valley Council of Governments

Board of Directors **DRAFT** Meeting
Minutes - Monday, July 13, 2026

package and any meeting related writings or documents provided to a majority of the Board of Directors after distribution of the agenda package, unless exempt from disclosure pursuant to California Law, are also available.

Item 7: Financial Report, FY 2026-27, July 1 through September 30.
This report will be distributed to the Board and posted at sfvcog.org
as soon as it is available, and before the meeting if possible.



San Fernando Valley Council of Governments

DATE: October 21, 2026

TO: Board of Directors

FROM: John Bwarie, Executive Director

RE: Metrolink FY27 Budget and Service Reductions

RECOMMENDATION

Take a position to oppose cuts on the Antelope Valley Line and the Ventura County Line and direct staff to work with Metrolink and regional partners to minimize service reductions.

BACKGROUND

SFVCOG has previously supported Metrolink's FY27 funding needs. On May 4, 2026, the Transportation Committee received a Metrolink budget update and directed the Executive Director to work with Metrolink to draft a letter of support for preserving existing service.

On October 9, 2026, Metrolink staff presented the proposed FY27 Operating and Capital Budget to the Metrolink Board for transmittal to member agencies. The proposed budget includes \$348.4 million in operating expenses and \$266.7 million in member agency support, a 3.5% decrease from FY26. Metrolink evaluated eight scenarios, and the proposed budget is based on Scenario 8. Metrolink would apply \$10.8 million in State Rail Assistance to balance the budget, and a revised schedule is slated to take effect in November. Without additional state funding, Metrolink's planned November reductions would reduce weekday service by 29% and weekend service by 40% compared to the optimized FY26 schedule, including reductions on the Antelope Valley Line and the Ventura County Line.

Metrolink has asked SFVCOG to support its application to the California State Transportation Agency for \$20 million in Cycle 2 Flexible State Rail Assistance funding over two fiscal years. The funding is intended to avert the November reductions and additional reductions that would otherwise be required in FY 2027-28. The Executive Director submitted a letter of support on October 22, 2026.

Attachment: Metrolink Staff Report, Item 6.A, Transmittal of FY27 Proposed Budget

ITEM 6.A



metrolinktrains.com/meeting

ITEM ID: 2026-325-0

TRANSMITTAL DATE: October 5, 2026

MEETING DATE: October 9, 2026

TO: Board of Directors

FROM: Tom Schamber, Chief Financial Officer

SUBJECT: Transmittal of FY27 Proposed Budget

Issue

The Southern California Regional Rail Authority (SCRRA) Joint Exercise of Powers Agreement (JPA) requires the Authority to transmit the proposed annual operating budget and capital improvement program to the Member Agencies for their consideration and approval prior to adoption by the SCRRA Board of Directors.

For FY27, additional time was required to complete budget development and reach agreement among the Member Agencies regarding service levels and funding constraints. To ensure continued operations and avoid service interruptions while the FY27 budget was being finalized, the Board approved two, three-month continuing appropriations resolutions. The first covered operations from July 1 through September 30, 2026 and the second covered October 1 through December 31, 2026. This provided SCRRA additional time to work closely with the Member Agencies to finalize the FY27 Budget.

Contingent upon the Board's approval, the proposed FY27 Operating and Capital Budgets will be transmitted to the Member Agencies on October 9, 2026 for their review and adoption. The budgets will then be presented to the SCRRA Board of Directors on October 23, 2026, for adoption, replacing the temporary spending authority provided under the continuing appropriations resolutions.

Recommendation

Staff recommends that the Board approve transmitting the Proposed FY27 Metrolink Operating and Capital Budget to the Member Agencies for their consideration and adoption.

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, 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 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 overreliance on subsidies, bringing our system into a state of good repair, and investing in employee development.
- **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

Preparation of the FY27 Budget began on September 10, 2025. Several substantive changes occurred during the budget development period, altering the expected timeline for completing the budget. At the April 24th Board Meeting, staff requested that the requirement under the JPA agreement to transmit a budget to the Member Agencies by May 1st be lifted, and a three-month continuing appropriations resolution be transmitted instead. At the June 26th Board Meeting, the Board adopted that resolution. Further, the Board was informed that the budget would not be completed due to further unanticipated delays, and a three-month extension of the Continuing Appropriations Resolution was approved on July 24, 2026.

In total, 8 service plans were considered, and 6 complete budgets were constructed based on those plans. A copy of that Service Plan is included as Attachment O. On September 28, 2026, a budget that we believed would be acceptable, given all the requirements we were attempting to satisfy, was provided to the Member Agency CEO's, Member Agency CFO's, and the Member Agency Advisory Committee. By consensus, we determined to move forward with that budget.

Meeting the required financial constraints necessitated significant cuts to Metrolink service across the entire system. In total, 29% of weekday trains and 40% of weekend trains were eliminated relative to the optimized service schedule that was budgeted for FY26. These cuts were, to the extent possible, made to the trains with the lowest ridership, or where trains

overlapped closely with Pacific Surfliner service.

In addition, Metrolink contributed \$10.8M of State Rail Assistance, normally reserved for State of Good Repair and for matching capital grant applications, in order to meet the fiscal constraints required for the Operating Budget.

Discussion

As the budget was developed, the primary considerations included:

1. Safety is foundational;
2. Retaining and growing ridership;
3. Operational efficiency;
4. Fiscal sustainability for our Member Agencies;
5. Condition of Assets

In response to Member Agency feedback, significant cost reductions, fare increases, service reductions, and one-time infusion of State Rail Assistance were incorporated into a viable budget. Eight service scenarios were considered over the course of several months. SCRRA worked closely with the Member Agencies to evaluate each scenario and its impact to Metrolink's riders balanced with the cost savings needed to achieve a balanced budget.

FY27 Operating Budget Details

The FY27 Operating Budget is based on Service Scenario 8, which was developed in close collaboration with the Member Agencies.

Fare adjustments apply directly to One-Way Tickets and the SoCal Day Pass. Certain 5-Day Flex Pass and Monthly Pass fares may also reflect corresponding adjustments, as these products are calculated based on the applicable One-Way fare. Existing fare products and discount structures remain unchanged.

Operating Revenues

Operating Revenues include Farebox, Dispatching, and Maintenance-of-Way (MOW) Revenues, as well as Other Revenues, such as bank interest, sales of scrap materials, and other miscellaneous revenues. Operating Revenues are estimated to total \$81.7M for FY27, an increase of \$4.8M, or 6.2%, from the FY26 Adopted Budget.

Farebox Revenue, the largest component of total Operating Revenue, is projected at \$42.4M, a decrease of \$9.3M, or 18.1%, from the FY26 Budget. It includes fare increases to the one-way ticket, SoCal Day Pass, and the Weekend Pass. These fare changes took place on October 5th. Ridership and fare revenue were also influenced by an increase in ridership induced by high gas prices, which we expect to continue throughout FY27. The impact of reduced service levels on ridership were also a factor in farebox revenue projections. When comparing fare revenue to FY26, it is also important to recognize the overly optimistic ridership forecast in that year. Recalibrating FY27 ridership was necessary to recognize the reality we experienced.

Farebox revenues are subsidized by various other sources, including \$3.8M from Caltrans' LCTOP program, \$1.1M from CalSTA's State Rail Assistance funds, \$2.7M from Metro, and \$289K from SBCTA. These subsidies made it possible to provide a 50% discount to students/youths, a 50% discount to EBT cardholders through Mobility-4-All, and free fares for Metro Access Program riders. In total, these subsidies added \$7.9M to fare revenues.

This year, Metrolink applied \$10.8M of State Rail Assistance to balance the budget. State Rail Assistance is Metrolink's only direct revenue source, and it can be unreliable because it depends on diesel sales tax revenues. Typically, it is used for one-time expenses such as matching funds for capital grants.

Dispatching and MOW revenues from the freight railroads and Amtrak are based on existing agreements at the forecasted usage rate. The \$2.9M Dispatching Revenue budget reflects an increase of \$0.6M compared to the FY26 Budget. The MOW Revenue is \$14.2M, reflecting an increase of \$0.6M, or 4.8%, as compared to the FY26 Budget. These increases result from adjustments to the AAR index. Other Revenues are budgeted at \$3.6M, an increase of \$0.6M or 4.8%.

Operating Expenses

Operating Expenses are presented in the following four categories: Train Operations & Services, Maintenance-of-Way (MOW), Administration & Services, and Insurance & Legal. Comparisons are to the FY26 Budget.

Train Operations includes the costs of operating Metrolink rail services across the six-county service area, including direct costs for railroad operations, equipment maintenance, and required support. The Proposed FY27 Budget for expenditures related to Train Operations, including a small contingency, is \$201.2M, a decrease of \$1.3M or 0.6% from the FY26 Budget. A decrease in crews to operate the train is offset by contractual increases for the contractor providing those services. Despite operating fewer train miles under the new service schedule, significant increases to the cost of diesel offset those savings.

MOW expenditures are the costs of performing inspections and repairs to rail, signals, and structures needed to ensure the reliable, safe, and efficient operation of trains and public safety. The Proposed FY27 Budget amount for MOW-related expenditures is \$65.5M, an increase of \$2.5M, or 4.0%, from the FY26 Budget.

Administration & Services include internal overhead expenditures necessary to operate the railroad. The Proposed FY27 Budget for Administration & Services expenditures is \$56.6M, a decrease of \$3.6M, 5.9% from the FY26 Budget.

The Insurance & Legal category totals \$20.6 million in the Proposed FY27 Budget, a decrease of \$2.3M million, or 10.1%, from the FY26 Budget. Due to the extended FY27 budget development timeline, actual insurance quotes were received and incorporated into the Proposed Budget, rather than relying on estimated costs.

Shown as separate items are \$1.2M for Mega Events (e.g., 2028 Olympic Games), and the cost of maintaining the right of way outside of 20' in LA County, funded entirely by Metro. Expenses associated with CFR 245-246 compliance were removed in FY27, as FRA enforcement is not anticipated this year.

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Shown as separate items are \$1.2M for Mega Events (e.g., 2028 Olympic Games), and the cost of maintaining the right of way outside of 20' in LA County, funded entirely by Metro. Expenses associated with CFR 245-246 compliance were removed in FY27, as FRA enforcement is not anticipated this year.

Overall, the total Proposed FY27 Budget for expenditures is \$348.4M, a decrease of \$4.9M or 1.4% from the FY26 Budget. Prior to the consideration of service reductions, cost-cutting or deferrals of activities were applied to virtually every area of expense. Contractual increases in some existing agreements precluded such reductions. These proactive actions amounted to more than \$16M. Employees will not receive merit increases. Examples exceeding \$1.0M are described below:

- **Station Maintenance** totals \$5.5M, a decrease of \$1.5M or 21.2% due to renegotiation of the Common Area Maintenance (CAM) contract Metrolink's use of Union Station.
- **Rail Agreements** total \$5.7M, a decrease of \$1.7M, or 22.7%, from the FY26 Budget. The decrease is primarily due to reduced service levels, resulting in fewer train movements over tracks owned by other parties (e.g., freight railroads).
- **Maintenance of Way** totals \$65.5M, an increased of \$2.5M or 4% - but it should be noted that the unionized workers at our vendor performing MOW activities obtained a 6% increase. Other cuts allowed us to contain the increase to MOW to only 4%.
- **Insurance & Legal** costs total \$20.6M, a \$2.3M or a 10.1% decrease from the FY26 Budget. The extended budget development timeline allowed staff to incorporate actual insurance quotes received into the Proposed Budget rather than relying on estimated costs, resulting in a more accurate projection of FY27 insurance expenses.
- **Operations Salaries & Benefits** total \$18.1M, a decrease of \$1.5M, or 7.5%, from the FY26 Budget. The decrease is primarily due to a revised salary budgeting assumption, with employees who have not reached the top of their salary range budgeted at 90% of their salary capacity rather than 100% in prior years. The FY27 Budget also reflects the defunding of two FTEs associated with CFR 245 and 246. No merit increases for Metrolink staff were budgeted in FY27. Collectively, these adjustments contributed to the overall decrease in Salaries & Benefits.
- Copies of the Proposed FY27, with comparisons to last year (Attachment A), history of past four years (Attachment B), by Member Agency (Attachment D) and By Line (Attachment E) are attached.

Member Agency Support

The Proposed FY27 Operating Budget includes \$81.7M in Operating Revenue and \$348.4M in Total Expenses, resulting in the need for \$266.7M of Member Agency Operating Support.

Compared with the FY26 Amended Budget, Operating Revenue increased by approximately \$4.8M million, or 6.2%, while Total Expenses decreased by approximately \$4.9M, or 1.4%. As a result, required Member Agency Operating Support decreased by approximately \$9.7M, or 3.5% from the FY26 Budget.

Member Agency Support details as shown in Attachment E.

Capital Program Budget

The Proposed FY27 Capital Budget was developed based on the Metrolink Rehabilitation Plan

(MRP) which was created in fulfillment of the FTA's Transit Asset Management (TAM) requirement, and to address the Authority's State of Good Repair (SGR) needs. The MRP addresses two critical elements:

Backlog: Total cost of maintaining all assets in a SGR. The backlog is estimated to be over \$1 billion.

SGR: Annual cost of keeping assets in a SGR.

The FY27 budget request addresses only the annual cost of keeping assets in a State of Good Repair.

State of Good Repair

The SGR request for FY27 is \$142.6M, an increase of \$5.1M or 3.7%. The projects are presented by Member Agency, by Line, and by individual project, with locations and descriptions in Attachment F.

New Capital

The New Capital request for FY27 is \$10.9M, a decrease from the FY26 request of \$4.7M or 30.1% from the FY26 Budget. The New Capital projects are presented by Member Agency, by Line, and by individual project, with locations and descriptions in Attachment G.

Capital Carryover Authorization

As a part of the annual budget, the carryover of unspent prior capital authorizations must be renewed.

The FY27 SGR Carryover is \$509.2M.

The FY27 New Capital Carryover is \$87.4M

Details of all carryover projects are shown in Attachment H.

Capital Program Cash Flow

A forecast of annual cash flows for the entire Capital Program is also included in Attachment J.

Operating & Capital Multi-Year Forecasts

Operating and Capital Budget Forecasts for FY28, FY29, FY30, and FY31 are included in Attachment I for Capital and Attachments K through N for Operating. These forecasts are provided to the Member Agencies for consideration and programming. The four-year forecasts will be considered for adoption individually during the applicable year. They are considered information only for this adoption of the FY27 Budget.

Upon approval by the Board, the Proposed FY27 Budget will be transmitted to Member Agencies for consideration and adoption. The SCRRA Board will be asked to approve the final budget, following a public hearing, at the regular Board meeting on Friday, October, 23, 2026.

Operating Budget Attachments

The attachments listed below provide additional detail on the FY27 Proposed Operating Budget:

- Attachment A - FY27 Proposed Operating Budget with Comparison to FY26
- Attachment B - Historical Actual and Budgeted Operating Statements
- Attachment C - FY27 Proposed Operating Budget by Member Agency
- Attachment D - FY27 Proposed Operating Budget by Line
- Attachment E - Support Request by Member Agency
- Attachment O - Service Schedule for FY27 Budget beginning Nov.

Capital Program Budget Attachments

The attachments listed below provide additional detail on the FY27 Proposed Budget for the Capital Program:

- Attachment F - FY27 Proposed SGR Projects by Member Agency, Line, and Project
- Attachment G - FY27 Proposed New Capital by Member Agency, Line, and Project
- Attachment H - FY27 SGR and New Capital Carryover Projects
- Attachment I - 4 Year Capital Project Forecast
- Attachment J - FY27 Proposed Capital Program Cashflow

Multi-Year Forecast

Attachment K - FY28 Operating Budget Forecast
Attachment L - FY29 Operating Budget Forecast
Attachment M - FY30 Operating Budget Forecast
Attachment N - FY31 Operating Budget Forecast

Budget Impact

The transmission of this Proposed FY27 Budget will not have an impact on the Budget.

Next Steps

Upon approval, the Proposed FY27 Operating & Capital Budgets, will be transmitted to the Member Agencies for review and adoption.

Metrolink Board adoption is anticipated on October 23, 2026.

Prepared by: Tom Schamber, Chief Financial Officer

Approved by: Tom Schamber, Chief Financial Officer

Attachment(s)

[Attachment A - FY27 Operating Budget](#)
[Attachment B - FY27 Historical Budget](#)
[Attachment C - FY27 Budget by Member](#)
[Attachment D - FY27 Budget by Line](#)
[Attachment E - Support Request by Member Agency](#)
[Attachment F - FY27 Proposed SGR Projects by Member Agency](#)

Attachment G - FY27 Proposed New Capital by Member Agency
Attachment H - FY26-FY27 Capital Project Carryover Details
Attachment I - Four Year Capital Project Forecast
Attachment J - FY27 Total Capital and Cash Flow
Attachment K - FY28 Operating Budget Forecast
Attachment L - FY29 Operating Budget Forecast
Attachment M - FY30 Operating Budget Forecast
Attachment N - FY31 Operating Budget Forecast
Attachment O - Draft Service Schedule for FY27 Budget
Presentation - FY27 Metrolink Operating Capital Budget Transmittal



San Fernando Valley Council of Governments

DATE: October 21, 2026

TO: Board of Directors

FROM: John Bwarie, Executive Director

RE: Connecting North Hollywood Station to Hollywood Burbank Airport

RECOMMENDATION

Direct staff to coordinate with the City of Los Angeles, the City of Burbank, and other regional partners on a direct transit connection between North Hollywood Station and Hollywood Burbank Airport.

BACKGROUND

The Burbank-Glendale-Pasadena Airport Authority opened a new 14-gate replacement terminal at Hollywood Burbank Airport on October 13, 2026, less than two years before Los Angeles hosts the 2028 Olympic and Paralympic Games. North Hollywood Station, the Valley terminus of the Metro B and G Lines, sits roughly three miles from the airport, but there is no direct, seven-day transit link between them.

On October 21, 2026, the Los Angeles City Council Transportation Committee recommended approval of a motion (Council File 26-1428) presented by Councilmember Adrin Nazarian and seconded by Councilmember Imelda Padilla. The motion directs the Los Angeles Department of Transportation (LADOT) to report back within 90 days on reconfiguring the existing NoHo DASH line as "NoHo2BUR Connect," a direct connection between North Hollywood Station and the airport. It also directs LADOT to work with the City of Burbank and the Airport Authority and requests that Metro coordinate on integration with the planned North Hollywood facilities. The matter now goes to the full City Council.

The service would cross jurisdictional lines among the City of Los Angeles, the City of Burbank, and the Airport Authority. Staff recommends coordinating among these parties and Metro to support the work the motion would direct LADOT to undertake.

Attachment: Los Angeles City Council, Transportation Committee Report, Council File 26-1428

TRANSPORTATION COMMITTEE REPORT relative to reconfiguring the NoHo DASH line as NoHo2BUR Connect, a direct transit connection between North Hollywood Station and Hollywood Burbank Airport.

Recommendations for Council action, pursuant to Motion (Nazarian – Padilla):

1. DIRECT the Los Angeles Department of Transportation (LADOT) to report within 90 days with recommendations to reconfigure the NoHo DASH line as NoHo2BUR Connect, a direct transit connection between North Hollywood Station and Hollywood Burbank Airport, redeploying the line's existing vehicles and service hours, including:
 - a. Alignment and stop options developed at LADOT's discretion, with estimated travel times compared against existing transit, rideshare, and driving; • How the service would use the new terminal's transit facilities and connect with Airport Authority shuttles, BurbankBus, Metro, Metrolink, and planned high-speed rail without duplicating existing service.
 - b. Service span and frequency options suited to air travel, including weekend service.
 - c. Operating costs relative to the current NoHo DASH budget, any additional resources needed, and confirmation of Local Return eligibility for service outside City limits.
 - d. Accommodation of the service in the planned North Hollywood Station transit center.
2. INSTRUCT the LADOT, in collaboration with the City of Burbank and the Burbank-Glendale-Pasadena Airport Authority, to report on the estimated demand for DASH BUR in comparison with the existing NoHo DASH ridership.
3. INSTRUCT the LADOT, with the assistance of the City Attorney, to initiate discussions with the City of Burbank and the Burbank-Glendale-Pasadena Airport Authority on the agreements needed for City-operated service within Burbank and on airport property, including access to the terminal's transit loading area.
4. REQUEST the Los Angeles County Metropolitan Transportation Authority (Metro) to coordinate with the Bureau of Engineering and the Bureau of Street Services on this service, including its integration with the North Hollywood LA28 mobility hub, and report on the status of any planning for a permanent high-capacity transit connection between North Hollywood Station and the airport.

5. INSTRUCT the LADOT to report back with any anticipated timeline that would place the service in operation, including any resources and funding required to effectuate this service by the start of the 2028 Olympic and Paralympic Games.

Fiscal Impact Statement: Neither the City Administrative Officer nor the Chief Legislative Analyst has completed a financial analysis of this report.

Community Impact Statement: None submitted

Summary:

On October 21, 2026, your Committee considered a Motion (Nazarian – Padilla) relative to reconfiguring the NoHo DASH line as NoHo2BUR Connect, a direct transit connection between North Hollywood Station and Hollywood Burbank Airport. According to the Motion, on October 13, 2026, the Burbank-Glendale-Pasadena Airport Authority (BGPAA or Airport Authority) is scheduled to open a \$1.3 billion, 14-gate replacement terminal at Hollywood Burbank Airport. The airport served a record 6.55 million passengers in 2024, and the new terminal opens less than two years before Los Angeles hosts the 2028 Olympic and Paralympic Games.

North Hollywood Station, the Valley terminus of the Metro B and G Lines, sits roughly three miles from the airport, yet there is no direct, seven-day transit link between them. The BurbankBus Orange Route runs weekdays only as a one-way loop that heads east into Burbank before circling back to the airport, and the Metro lines serving the airport do not serve North Hollywood Station.

The gap is long documented. Metro staff noted the absence of direct service from North Hollywood to the airport as early as 2006. An airport alignment was studied for the North Hollywood to Pasadena Bus Rapid Transit line and dropped, and Metro's 2020 Draft Environmental Impact Report concluded that airport access could instead be enhanced with an express service similar to the Fly Away bus serving LAX. When the Airport Authority funded a free shuttle to North Hollywood Station in 2011, ridership more than doubled in six months before the service ended.

The new terminal creates an opening to close that gap. In the Federal Aviation Administration's 2021 Record of Decision, the Airport Authority committed to maintaining intermodal connectivity between the new terminal and nearby rail and bus services, and the terminal includes a transit loading area separate from passenger drop-off and a transit bypass lane, so fixed-route buses can serve the curb directly. The Authority will run shuttles linking the terminal with the Regional Intermodal Transportation Center, the Burbank Airport-South station, and the Burbank Airport-North Metrolink station, where a high-speed rail station is also planned.

The City of Burbank is evaluating whether to route BurbankBus and Metro lines into the terminal. None of these services provides a direct connection to North Hollywood Station.

The City already operates a route anchored at that station. The LADOT launched the NoHo DASH line in December 2022 as a neighborhood circulator. Reconfiguring it as NoHo2BUR Connect would redeploy the line's and service hours into a direct airport link, giving Valley rail riders a one-seat ride to their flights without new operating resources. A direct connection to one of the region's busiest airports can be expected to draw more riders than a neighborhood loop, and at the standard DASH fare of 50 cents it would cost travelers a fraction of rideshare, taxi, or airport parking. North Hollywood Station is also slated for a new transit center through the District NoHo joint development and is a planned LA28 mobility hub, positioning the station as the Valley's rail gateway to the airport. After consideration and having provided an opportunity for public comment, the Committee moved to recommend approval of the Motion. This matter is now submitted to Council for its consideration.

Respectfully Submitted,
Transportation Committee

COUNCILMEMBER VOTE

HUTT:	YES
HERNANDEZ:	ABSENT
PADILLA:	YES
PARK:	YES
NAZARIAN:	YES

ARL
10/21/26
CD 2

-NOT OFFICIAL UNTIL COUNCIL ACTS-