

**From:** [Thomas Smith](#)  
**To:** [SB125 Transit@CALSTA](mailto:SB125Transit@CALSTA)  
**Subject:** CalSTA TTTF Meeting #12 Public Comment  
**Date:** Tuesday, August 26, 2025 4:29:32 PM

---

**EXTERNAL EMAIL.** Links/attachments may not be safe.

To whom it may concern,

I would like to make a public comment via email - I did not have a chance to do so during the virtual meeting - in support of the proposed transit planning and construction reforms of sections XX and YY. I believe the reforms in both sections would be quite beneficial in reducing project costs and timelines by reducing permitting issues, delays in approvals, unwise expansions of the scope of work, unnecessary change orders, and needless cost increases.

In my lifetime as a California resident, I've seen my state make substantial investments into transit, leading to many beneficial projects across the state. I've personally used many of them, like the expansions to LA Metro's rail system, more trains on the Pacific Surfliner, a better-coordinated and more frequent Metrolink, and more. California's investment means that its transit system continues to expand and improve, and thus better prepares the state's transportation system for the future. However, if we can reduce the costs of individual projects at the planning and development stages, California's investment could be used to build more and better projects. This could mean transit expansion in new areas across the state, more capable transit lines (with higher speeds, frequencies, passenger capacity, etc.) in areas with current expansion, and faster progress towards the state rail plan. This is why I support the proposed transit planning and construction reforms.

California makes strong investments in transit. We must get the most value out of them.

Thank you,

Thomas Smith