

**From:** [Andrew H](#)  
**To:** [SB125 Transit@CALSTA](mailto:SB125Transit@CALSTA)  
**Subject:** Public Comment On TTTF Meeting #12  
**Date:** Wednesday, September 10, 2025 10:17:43 PM

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Dear SB 125 Transit Transformation Task Force,

The B2 recommendation states:

"Extend the SB 922 CEQA exemptions for transit prioritization projects, general purpose lane to bus only lane conversions, highway shoulders to part-time transit lanes conversions."

Transit prioritization projects as defined by SB 922 do not include light rail or heavy rail. CEQA frequently is used by opposition to delay and run up costs for transit projects. Not only does this harm transit agencies, but it wastes taxpayer dollars.

Rail transportation is a benefit to the environment as it reduces carbon emissions by bringing riders out of their cars and into the mass transit network. Rail projects within urbanized areas should not be forced into delays and cost overruns brought on by CEQA litigation or the threat of CEQA litigation.

I implore you to expand the CEQA exemptions to cover rail projects that are within the boundaries of an urbanized area or urban cluster, as designated by the United States Census Bureau.

Thank you,  
Andrew Hernandez