

**From:** [Zennon Ulyate-Crow](#)  
**To:** [SB125 Transit@CALSTA](mailto:SB125Transit@CALSTA)  
**Cc:** [Adriana Rizzo](#); [Colin Parent](#); [Leif Gensert](#); [Adina Levin](#); [Marc Vukceвич](#)  
**Subject:** SB 125 Task Force Operations Funding & Capital Projects Joint Letter  
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**Attachments:** [ATT00001.htm](#)  
[SB 125 Task Force Final Meeting Joint Letter.pdf](#)

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Hello Members of the Transit Transformation Task Force,

My name is Zennon Ulyate-Crow and I am the Executive Director of People First CA. On behalf of People First CA, Californians for Electric Rail, Circulate San Diego, RideSD, Seamless Bay Area, Streets for All, and Transbay Coalition, we are submitting this joint letter calling for Dedicated State Operating Funding, Capital Project Reform, and Fare and Service Integration. As of today, 214 people have submitted this letter to the Task Force public comment email, calling for these changes and reforms.

We appreciate the Task Force's hard work and are grateful for the incorporation of many changes we have requested in this process, having submitted 3,878 letters over the course of this commission's time.

Please find our letter attached below. Thank you!

All the Best,

Zennon Ulyate-Crow  
Executive Director - [People First CA](#)  
(310) 804-8969 | [zennon@pfcacal.org](mailto:zennon@pfcacal.org)





**Dear Members of the SB 125 Task Force,**

We are submitting this letter on behalf of People First CA, Californians for Electric Rail, Circulate San Diego, RideSD, Seamless Bay Area, Streets for All, and Transbay Coalition

Thank you for your efforts to improve how California funds, builds, and operates transit. We appreciate the reinstatement of capital project delivery reforms, but remain concerned that the draft report still omits key elements needed to ensure a successful and sustainable transit system.

## **1. Dedicated State Operating Funding**

California is one of the only major transit states without a reliable state source for operations. Agencies need resources to run service, not just build infrastructure. With major agencies facing a funding cliff, the report must recommend substantial new sources of operating revenue that are large enough to address the need, such as: options—such as a millionaire’s tax, corporate or rental car fees, oil and gas fees, AV/eVTOL fees, road user charge, or a “Cybertruck” vehicle weight/size-based fee—and include a clear statewide estimate of operating needs. Failing to identify operating funding sources runs counter to the legislative intent of SB 125.

## **2. Capital Project Reform**

The draft recommendations should be strengthened with best practices proven to reduce costs and delays:

- **Framework funding agreements** that provide multi-year commitments and certainty, rather than piecemeal competitive grants.
- **Funding fully-designed projects** only after scope and budget are defined, to prevent overruns and third-party cost extraction.

- **Cost-benefit analysis** at key project milestones, so funding decisions reflect accurate costs and benefits as design progresses.

These practices are common in lower-cost, higher-performing transit systems abroad, and would help California deliver projects more efficiently.

### **3. Fare and Service Integration**

The current integration recommendations do not go far enough. The Task Force should reintroduce the stronger proposals (E, F, G, H, and I from the October 28th, 2024 meeting in Monterey) to ensure seamless coordination across agencies and create a rider-focused network.

### **Conclusion**

To meet California's climate, equity, and mobility goals, the final report must:

- Add substantial near-term operating funding recommendations,
- Adopt stronger capital funding best practices, and
- Strengthen robust fare and service integration policies.

These steps are essential to delivering the transit system Californians need and deserve.

Zennon Ulyate-Crow  
Executive Director - People First CA

Adina Levin  
Executive Director - Seamless Bay Area

Adriana Rizzo  
Founding Member - Californians for Electric Rail

Carter Lavin  
Co-Founder, Transbay Coalition

Colin Parent  
Chief Executive Officer and General Counsel - Circulate SD

Manny Rodriguez  
Executive Director - RideSD

Michael Schneider  
Founder - Streets for All