

From: [MTC-ABAG Info](#)
To: [Wally Charles](#)
Subject: Fwd: Network Management Business Case Advisory Group Meeting 1/10 Comment
Date: Sunday, January 9, 2022 4:51:39 PM

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From: Davis Turner <davturn@nuevaschool.org>
Sent: Sunday, January 9, 2022 4:45:32 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: Network Management Business Case Advisory Group Meeting 1/10 Comment

External Email

Hello NMBC Advisory Group,
My name is Davis Turner, a frequent rider of Caltrain and SamTrans. I reside in [REDACTED].

I'm writing today to express my strong belief that the Advisory Group ought to prioritize Network Management options and criteria that put riders first—not other interests. This means these Network Management options must be the ones that are capable of delivering increased mobility for all socioeconomic classes, greater equitable access through fares, and more funding for **all 27** Bay Area agencies.

Fragmented transit leads to a plethora of challenges for Bay Area residents, myself included. Prior to the increased focus on the part of BART in late 2021 to time BART better with Caltrain, transferring between the two agencies could be a nightmare. It still can, should Caltrain be ten minutes late. Transferring between BART/Caltrain and SamTrans at Millbrae is even worse, with no signage at the station directing riders to the ECR.

A Network Manager would ensure BART and Caltrain are streamlined, through fares and schedules. This network manager can also pave the way for more equitable fares—perhaps even free—in the future come Clipper 2.0. Even though free transfers will be piloted in the next year, fare accessibility still remains a problem at the regional level.

Most importantly, funding remains a giant concern as BART, Caltrain, and other agency expansions and modernizations are delayed and over budget. Our Bay Area transit networks need funding to survive, expand, and run even more frequent service.

I kindly ask that the Advisory Group focuses on these rider qualms as various network management alternatives are evaluated. These considerations must include how transit use will change, if infrastructure will continue to be built accessible for all users, and how tax dollars will be used to fund transit. When thinking about solutions, it is important that change isn't feared: maximizing change from the current state of fragmented transit might be the only equitable way forward.

Thank you for your consideration.

Davis Turner