

**METROPOLITAN  
TRANSPORTATION  
COMMISSION**  
**Meeting Transcript**



FEBRUARY 14, 2024

1 **PROGRAMMING AND ALLOCATIONS COMMITTEE**

2 **WEDNESDAY, FEBRUARY 14<sup>TH</sup>, 2024, 10:10 AM**

3

4

5 **CHAIR, ALFREDO PEDROZA:** GOOD MORNING, EVERYONE. MY NAME IS  
6 ALFREDO PEDROZA, CHAIR OF MTC. I'M GOING TO BE FILLING IN FOR  
7 CHAIR CHAVEZ AND VICE CHAIR MILEY. I'M GOING TO CALL TO ORDER  
8 THE MEETING OF THE PROGRAMMING AND ALLOCATIONS COMMITTEE. THIS  
9 MEETING IS BEING WEBCASTED ON THE MTC WEBSITE. CALL THE ROLL,  
10 PLEASE.

11

12 **CLERK OF THE BOARD:** IN ABSENCE OF CHAIR CHAVEZ AND VICE CHAIR  
13 MILEY, WE WILL BE DEPUTIZING CHAIR PEDROZA AS CHAIR OF THIS  
14 MEETING. I'LL CALL ROLL. CHAIR PEDROZA?

15

16 **CHAIR, ALFREDO PEDROZA:** HERE.

17

18 **CLERK OF THE BOARD:** CHAVEZ IS ABSENT. MILEY IS ABSENT. CHAVEZ  
19 IS ABSENT. ABE-KOGA?

20

21 **MARGARET ABE-KOGA:** PRESENT.

22

23 **CLERK OF THE BOARD:** NON-VOTING COMMISSIONER EL-TAWANSY?

24

25 **DINA EL-TAWANSY:** PRESENT.



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1

2 **CLERK OF THE BOARD:** FLEMING?

3

4 **VICTORIA FLEMING:** PRESENT.

5

6 **CLERK OF THE BOARD:** GLOVER?

7

8 **FEDERAL D. GLOVER:** HERE.

9

10 **CLERK OF THE BOARD:** PAPAN?

11

12 **GINA PAPAN:** HERE.

13

14 **CLERK OF THE BOARD:** RONEN?

15

16 **HILLARY RONEN:** HERE.

17

18 **CLERK OF THE BOARD:** NON-VOTING SCHAFF?

19

20 **LIBBY SCHAFF:** HERE.

21

22 **CLERK OF THE BOARD:** THAO IS ABSENT. WE HAVE QUORUM.

23

24 **CHAIR, ALFREDO PEDROZA:** THANK YOU. WE'RE GOING TO PROCEED TO

25 ITEM TWO, OUR CONSENT CALENDAR. WE HAVE A FEW ITEMS ON



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1 CONSENT. DO WE HAVE ANY PUBLIC COMMENT ON OUR CONSENT  
2 CALENDAR?

3

4 **CLERK OF THE BOARD:** NO WRITTEN CORRESPONDENCE RECEIVED AND NO  
5 MEMBER OF THE PUBLIC IN THE ZOOM SPACE OR IN THE BOARDROOM WHO  
6 WOULD LIKE TO PROVIDE COMMENT.

7

8 **CHAIR, ALFREDO PEDROZA:** BRING IT BACK LOOKING FOR A MOTION ON  
9 OUR CONSENT CALENDAR? FIRST BY RONEN. SECOND GLOVER. NO ROLL  
10 CALL VOTE. ALL IN FAVOR PLEASE NOTE BY AYE.

11

12 **SPEAKER:** AYES. OPPOSED ABSTENTION? MOTION PASSES. MOVING TO  
13 OUR NEXT ITEM MTC RESOLUTION, FISCAL YEAR '24/'25 MIRRORS FUND  
14 ESTIMATE. I'M GOING TO TURN IT OVER TO STAFF, TERENCE LEE.

15

16 **TERENCE LEE:** I'LL BE PRESENTING MTC ITEM 3A TODAY ACTION ITEM  
17 ON MTC RESOLUTION NUMBER 4629 FISCAL YEAR 2025 MTC FUND  
18 ESTIMATE. IT'S A REQUIREMENT THE MTC COMMISSION ADOPT FUND  
19 ESTIMATE BY MARCH 1ST OF EACH YEAR FUND REVENUE FORECASTS  
20 ESTABLISHES DISTRIBUTION FRAMEWORK OF \$1 BILLION FUNDING  
21 ACROSS SEVERAL MAJOR FUND SOURCES. I'LL PRESENT A SUMMARY,  
22 TRENDS, AND HIGHLIGHT, RELATED TO THE FUND ESTIMATE. FIRST UP  
23 IS THE TRANSPORTATION DEVELOPMENT ACT TDA FUNDS GENERATED FROM  
24 A QUARTER CENT SALES TAX, REVENUES GENERATED IN EACH COUNTY  
25 ARE ALLOCATED TO OPERATORS WITHIN THE SAME COUNTY. ESTIMATES



1 PREPARED BY COUNTY AUDITOR OFFICES PROJECT A TOTAL OF FIVE  
2 HUNDREDS \$9 MILLION IN REVENUE FOR THE FISCAL YEAR 2024, 2025.  
3 2.4% HIGHER THAN REVISED ESTIMATES FOR THE CURRENT FISCAL YEAR  
4 AND BASED ON ACTUAL REVENUE RECEIPTS THROUGH THE FIRST SIX  
5 MONTHS OF THE CURRENT FISCAL YEAR, FY '24 WHICH ARE TRACKING  
6 BELOW ORIGINAL ESTIMATES CURRENT ESTIMATES REVISED DOWN WARDS  
7 BY 4% TO 400 EVERYONE IN MILLION DOLLARS. NEXT SLIDE PLEASE.  
8 SO NEXT UP IS THE STATE TRANSIT ASSISTANCE, STA FORMULA  
9 PROGRAMS. EACH OF THE PROGRAMS ARE SPLIT STATEWIDE REVENUES  
10 5050 USING A REVENUE BASED FORMULA AND POPULATION BASED  
11 FORMULA. REVENUE BASED FORMULA UTILIZES AN OPERATOR SHARE OF  
12 QUALIFYING REVENUES IN FISCAL YEAR '19 AND COLLECTIVELY THE  
13 MTC REGION RECEIVES 54% OF THOSE REVENUES. MTC ALSO RECEIVES  
14 APPROXIMATELY 19% OF THE POPULATION BASED FUNDS BASED ON THE  
15 REGION'S SHARE OF THESE STATEWIDE POPULATION. COLLECTIVELY THE  
16 FISCAL YEAR 2024 TO '25 STA FORMULA PROGRAMS ARE PROJECTED TO  
17 BRING \$453 MILLION OF FUNDING TO THE BAY AREA. THE LARGEST OF  
18 THE PROGRAMS IS THE STA PROGRAM FOR WHICH REVENUES ISSUE BASED  
19 ON A TAX ON DIESEL FUEL AND FY '25 ESTIMATE IS \$340 MILLION.  
20 OF NOTE WHILE THE FUND ESTIMATE IS BASED ON FORECAST FROM THE  
21 STATE CONTROLLERS OFFICE THE GOVERNOR'S PROPOSED BUDGET  
22 RELEASE IN JANUARY REFLECTED A LOWER FORECAST FOR THE CURRENT  
23 YEAR FISCAL YEAR '24 STA REVENUES. IF FORECASTS BUYER BARE OUT  
24 IT WOULD RESULT IN A \$34 MILLION REDUCTION IN THE FY '24 STA  
25 FUND CURRENTLY REFLECTED IN THE FUND STAFF WILL RETURN TO THE



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1 COMMISSION LATER THIS YEAR WITH UPDATES BUT TRANSIT OPERATORS  
2 SHOULD BE PREPARED FOR A POSSIBLE REDUCTION IN STA FUNDING.  
3 NEXT SLIDE. LAST MAJOR REVENUE SOURCE HIGHLIGHTING ASSEMBLY  
4 BILL A.B. 1107 FUNDS HALF CENT SALES TAX IN ALAMEDA CONTRA  
5 COSTA, SAN FRANCISCO COUNTIES BART RECEIVED 75% OF THIS  
6 FUNDING MTC ESTABLISHES FUNDING POLICY FOR THE RAPING 25%  
7 WHICH HAS HISTORICALLY BEEN SPLIT EVENLY BETWEEN SFMTA AND AC  
8 TRANSIT BASED ON CURRENT SALES TAX TRENDS CURRENT YEAR  
9 FORECAST REMAINS UNCHANGED AT \$104 MILLION AND WILL SIMILARLY  
10 BE \$104 MILLION FOR FY '25. NEXT SLIDE IS HIGH-LEVEL SUMMARY  
11 TABLE MAJOR FUNDING SOURCES AND FUND ESTIMATES HIGHLIGHTING  
12 FOOTNOTE ABOUT THE POSSIBLE REDUCTION OF FY '24 AND STA  
13 REVENUES. NEXT SLIDE. IS HIGHLIGHTING ECONOMIC TRENDS STARTING  
14 WITH THE BAY AREA POPULATION, SINCE 2020 THE BAY AREA'S  
15 POPULATION HAS CONTINUED TO DECREASE POPULATION REFLECTED IN  
16 BLUE BARS RATE OF CHANGE REFLECTED IN THE LINES ORANGE FOR THE  
17 BAY AREA AND DOTTED GREEN FOR THE STATEWIDE RATE OF CHANGE.  
18 NOTE STATEWIDE AND REGIONAL POPULATIONS HAVE DECLINED BAY AREA  
19 POPULATION HAS BEEN DECLINING AT A FASTER RATE. NEXT SLIDE  
20 PLEASE. THIS SLIDE SHOWS THE UNEMPLOYMENT RATES SINCE 2019.  
21 THE SOLID BLUE LINE REFLECTS THE NATIONAL AVERAGE. ORANGE LINE  
22 REFLECTS THE CALIFORNIA AVERAGE, AND THE DOTTED LINES REFLECT  
23 UNEMPLOYMENT RATES IN EACH. NINE BAY AREA COUNTIES. AFTER A  
24 SPIKE DURING -- AFTER A SPIKE DURING THE ONSET OF THE  
25 PANDEMIC, THE BAY AREA UNEMPLOYMENT RATE HAD IMPROVED



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1 SIGNIFICANTLY AND HAVE MOSTLY BEEN BELOW THE STATEWIDE AND  
2 NATIONAL AVERAGES. HOWEVER, THIS TREND HAS REVERSED IN THE  
3 LAST YEAR WITH INCREASE IN EACH -- IN EACH BAY AREA COUNTY.  
4 NEXT SLIDE PLEASE. THIS SLIDE SHOWS EACH COUNTY'S UNEMPLOYMENT  
5 RATES SINCE 2019 IN MORE DETAIL. YOU WILL SEE THE INCREASE  
6 FROM 2022 TO '23 IN EACH COUNTY. NEXT SLIDE PLEASE. LASTLY, IN  
7 THE ECONOMIC OVERVIEW THIS SLIDE SHOWS TDA REVENUES IN  
8 INFLATION ADJUSTED FIGURES REFLECTED IN THE DOTTED BLUE LINE  
9 WHICH SHOWS PEAK IN FISCAL YEAR 2001, AND DECLINED 11% SINCE  
10 DESPITE CONTINUOUS INCREASES IN TDA REVENUES IN NOMINAL TERMS.  
11 REVENUES HAVE NOT KEPT UP WITH INFLATION IMPACTING PURCHASING  
12 POWER OF THOSE REVENUES. NEXT SLIDE PLEASE. AND, FINALLY, A  
13 FEW ADDITIONAL ISSUES TO HIGHLIGHT. FIRST, THE FUND ESTIMATE,  
14 WITHIN THE FUND ESTIMATE, ESTABLISHED BY AN AGREEMENT BETWEEN  
15 BART AND FOUR EAST BAY BUS OPERATORS BART HAS COMMUNICATED  
16 INTEREST IN ESTABLISHING A PATH TO REDUCING FEEDER BUS  
17 PAYMENTS AS WELL AS ESTABLISHING A NEW APPROACH FOR HOW  
18 PAYMENTS ARE CALCULATE. IN ADVANCE OF THE FY '24 ESTIMATE  
19 OPERATORS HAVE AGREED TO A 15% REDUCTION IN FY '23 PAYMENTS  
20 AND 25% REDUCTION IN FY '24 PAYMENTS. THE APPROACH FOR FY25  
21 REFLECTED IN THE FUND ESTIMATE IS TO CARRY FORWARD THE 25%  
22 REDUCTION OF THESE FEEDER BUS PAYMENTS. NEXT UP ON THE MIDDLE  
23 OF THIS PAGE, THE CALIFORNIA DEPARTMENT OF TAX AND FEE  
24 ADMINISTRATION, OR THE CDTFA HAS BEEN AUDITING SALES TAX  
25 ATTRIBUTIONS WHICH MAY IMPACT PDA SALES TAX REVENUES IN THE



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1 BAY AREA COUNTIES. STAFF WILL CONTINUE TO MONITOR RESULTS OF  
2 AUDITS AND REPORT BACK TO THE COMMISSION AS APPROPRIATE.  
3 LASTLY THERE, IS A NEW PAGE OF THE FUND ESTIMATE WHICH WILL  
4 TRACK DISTRIBUTION OF SENATE BILL, SB125 FUNDS INCLUDING \$171  
5 MILLION THAT WILL BE ALLOCATED TO OPERATORS IN FY '25. NOT ON  
6 THIS PAGE, I WANT TO NOTE THAT THERE WILL BE SOME ADJUSTMENTS  
7 TO ATTACHMENT A OF THE FUND ESTIMATE TO CAPTURE RECENT  
8 TRANSACTIONS THAT WERE NOT REFLECTED IN MATERIALS IN TODAY'S  
9 PACKET. THIS DOES NOT CHANGE ANY OF THE REVENUE ESTIMATES  
10 DESCRIBED TODAY BUT WILL ADJUST AVAILABLE ALLOCATION AMOUNTS  
11 FOR A FEW OPERATORS. THERE WILL BE SUMMARY CHANGES IN THE  
12 PACKET THAT WILL GO TO THE COMMISSION TWO WEEKS. NEXT SLIDE.  
13 STAFF RECOMMENDATION IS TO REFER MTC RESOLUTION 4629 TO THE  
14 COMMISSION FOR ADOPTION. THIS CONCLUDES MY PRESENTATION. I  
15 WOULD BE HAPPY TO ADDRESS ANY QUESTIONS

16

17 **CHAIR, ALFREDO PEDROZA:** THANK YOU FOR YOUR PRESENTATIONS.  
18 ENJOYED YOUR GRAPHS. LET ME JUST MAKE A COMMENT. SO, SALES TAX  
19 IS DOWN. POPULATION GROWTH IS DECLINING. THAT TREND IS A  
20 LITTLE BIT OF A CONCERN. SO, NOW THAT WE KNOW THAT, YOU KNOW,  
21 HOW DOES THAT ADJUST IN THE FORECAST IN THAT WE CONTINUE TO DO  
22 IN THE FUTURE. IS IT RHETORICAL QUESTION AT THIS POINT BECAUSE  
23 I'M LOOKING AT THE CONCERNS IN TERMS OF OVERALL STATE OF OUR  
24 REGION TYPICALLY YOU DO NOT WANT THAT.

25





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1 **THERESA ROMMELL:** THERESA ROMMEL MTC STAFF I THINK USUALLY  
2 THESE FORECASTS SOMETIMES THEY GO UP-AND-DOWN OBVIOUSLY WE SEE  
3 CONTINUING DECREASES IN POPULATION AND THAT WOULD AFFECT  
4 OVERALL REVENUE FOR SURE BUT SALES TAX OFTEN DOES GO UP AND  
5 DOWN KIND OF THERE ARE PEAKS AND VALLEYS AND IT'S HARD TO  
6 DETERMINE BASED ON A COUPLE OF YEARS WORTH OF INFORMATION  
7 WHETHER YOU MIGHT KNOW IF THEY'RE GOING TO CONTINUE OR  
8 DECLINE.

9

10 **CHAIR, ALFREDO PEDROZA:** I THINK IN TERMS OF WHAT WE LOOK AT IN  
11 SUSTAINABLE REVENUE FOR OUR REGION AND HOOKING AT POPULATION  
12 GROWTH AND WHO IS SPENDING FROM SALES TAX CONSUMPTION IS  
13 SOMETHING WE NEED TO BE MINDFUL OF HOW IT IMPACTS AND JUST  
14 REINFORCING THE CONVERSATION. I APPRECIATE THE PRESENTATION.  
15 COMMISSIONER GLOVER?

16

17 **FEDERAL D. GLOVER:** YOU CAN SPEAK MORE TO THE FEEDER BUS  
18 SERVICE? MAYBE ANDY CAN PROVIDE SOME CONTEXT TO THIS?

19

20 **ANDREW FREMIER:** YEAH. COMMISSIONER, ANDREW FREMIER, EXECUTIVE  
21 DIRECTOR. IT IS A BIG DEAL IN TERMS OF ALL THESE NUMBERS GOING  
22 DOWN. IT IS PUTTING STRESS ON ALL THE WORK THAT WE HAVE ALL  
23 BEEN TRYING TO DO WITH TRANSIT RECOVERY. I KNOW THERESA IS  
24 PROBABLY IN BETTER SHAPE TO ANSWER YOUR QUESTION DIRECTLY,



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1 BECAUSE SHE HAS BEEN WORKING WITH THE EAST BAY OPERATORS ON  
2 THIS QUESTION.

3

4 **FEDERAL D. GLOVER:** OKAY.

5

6 **THERESA ROMMELL:** THIS HAS BEEN ONGOING CONVERSATION AT LEAST  
7 PRIOR TO THE PANDEMIC. WE'RE PROPOSING THE 25% DISCOUNT OR  
8 REDUCTION IN THE PAYMENT, BECAUSE, AS ANDY NOTED, WE'RE  
9 CONTINUALLY CONCERNED WITH ONGOING PRESSURE ON OPERATING  
10 REVENUE. AND WE WANT TO MAKE SURE AHEAD OF THE OPERATOR BUDGET  
11 THAT THEY -- THAT WE'RE BEING FRUGAL AND NOT PUTTING IN AN  
12 AMOUNT THAT IS GOING TO BE DIFFICULT TO MAINTAIN. AS TERENCE  
13 NOTED, STA REVENUE BASED ON THE GOVERNANCE BUDGET IS LIKELY TO  
14 BE MUCH LOWER THAN ANTICIPATED. AND, UNFORTUNATELY, THAT DOES  
15 HAVE A DISPROPORTIONATE AFFECT ON BART. SO, WE'RE JUST TRYING  
16 TO BE A LITTLE BIT FRUGAL HERE, AND, ALSO, NOTE THAT, YOU  
17 KNOW, WE DID -- WE WENT THROUGH THIS PROCESS OF LOOKING AT THE  
18 TRANSIT OPERATOR SHORTFALLS AND WE BELIEVE A 25% REDUCTION IN  
19 THE FEEDER BUS PAYMENT IS CONSISTENT, OR ALIGNED WITH WHAT WAS  
20 ASSUMED IN THOSE FORECASTS. WE BELIEVE IT'S MANAGEABLE. IT HAS  
21 BEEN -- IT'S BASICALLY THE SAME DISCOUNT AS IT WAS IN THE  
22 PRIOR YEAR. SO, WE'RE HOPEFUL THAT THE FEEDER BUS OPERATORS  
23 CAN AT LEAST WORK WITH THAT LEVEL OF FUNDING UNTIL WE FIND A  
24 LONGER TERM SOLUTION FOR HOW WE FINISHED AND SUSTAIN FEEDER  
25 SERVICE.



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1

2 **FEDERAL D. GLOVER:** YEAH. THE FEEDER BUS SERVICE REALLY BUYS  
3 INTO THE WHOLE NOTION OF HOW WE GET THE RIDERSHIP NUMBERS. AND  
4 I'M JUST AFRAID THAT IT'S A MAJOR IMPACT WHEN YOU LOOK AT WHAT  
5 TAKES PLACE WITHIN THOSE REGIONS. BECAUSE THEY'RE HEAVILY,  
6 HEAVILY BURDENED BY THE COST, NOT ONLY OF THE FEEDER SERVICE,  
7 BUT, ALSO, THE TOTAL OPERATIONS AS IT CONTINUES, THOSE  
8 INDIVIDUALS ARE PAYING, YOU KNOW, THE PARKING, THE BRIDGE  
9 TOLL, THE WHOLE NINE YARDS. AND I'M JUST VERY CONCERNED WITH  
10 THAT, THE IMPACT THAT IT'S HAVING ON THAT REGION. AND I WOULD  
11 LIKE TO SEE A MODEL WHERE THIS IS NOT QUESTIONED, BUT IT'S  
12 BUILT UP INTO CAPITAL COST AND BART AND THEM DOING THEIR  
13 SERVICES. SO, I'M HOPING THERE IS ONGOING DISCUSSION WITH  
14 THIS. I'M NOT GOING TO SUPPORT IT TODAY, BECAUSE I THINK THERE  
15 IS MORE WORK TO BE DONE IN THAT AREA. AND I HOPE THAT WE'RE  
16 LOOKING TO CONTINUE THE DIALOGUE WITH THE OPERATORS AND BART.

17

18 **ANDREW FREMIER:** COMMISSIONER, WE CERTAINLY ARE. AND AS THERESA  
19 MENTIONED. WE HAVE SPENT QUITE A BIT OF TIME REALLY TRYING TO  
20 UNDERSTAND THE VARIOUS COMMUNITIES UP THERE. ONE THING OF NOTE  
21 IS TRI DELTA, WHICH I KNOW IS ONE OF YOUR BIG INTERESTS IN  
22 YOUR AREA, THEY DON'T HAVE A LOT OF CLIPPER PENETRATION SO WE  
23 DON'T HAVE A LOT OF DATA HOW THEY ACTUALLY MOVE THROUGH THE  
24 SYSTEM. SO WE WANT TO WORK WITH THEM AND FIGURE OUT HOW TO GET  
25 THEIR NUMBERS UP. COUNTY CONNECTION HAS QUITE A BIT OF CLIPPER



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1 PENETRATION WHICH IS HELPFUL FOR UNDERSTANDING HOW PEOPLE ARE  
2 MOVING AROUND THE REGION. BUT I ASSURE YOU WE'RE CONTINUING TO  
3 WORK WITH THEM AND TO THERESA'S POINT THIS, IS GOOD BUSINESS  
4 TODAY THAT HELPS KEEP US IN RELATIVELY SOLID FOOTING BUT WE'RE  
5 GOING TO CONTINUE TO GIVE YOU NEWS IN TERMS OF HOW MUCH  
6 REVENUE IS COMING IN AND WHAT WE FOUND WITH THE STATE BUDGET  
7 CHANGES AS WELL.

8

9 **FEDERAL D. GLOVER:** ALL RIGHT.

10

11 **CHAIR, ALFREDO PEDROZA:** ANYONE ELSE? DO WE HAVE PUBLIC  
12 COMMENT?

13

14 **CLERK OF THE BOARD:** I SEE NO MEMBER OF THE PUBLIC ONLINE OR IN  
15 THE BOARDROOM WHO WOULD LIKE TO PROVIDE COMMENT AND NO WRITTEN  
16 CORRESPONDENCE WAS RECEIVED.

17

18 **CHAIR, ALFREDO PEDROZA:** AT THIS POINT I'LL LOOK FOR A MOTION.  
19 I'LL MOVE THE ITEM FORWARD. SECOND BY RONEN. ANY DISCUSSION?  
20 ALL IN FAVOR PLEASE NOTE BY AYE.

21

22 **SPEAKER:** AYES.

23

24 **CHAIR, ALFREDO PEDROZA:** AYE. OPPOSED? NO ABSTENTION. MOTION  
25 PASSES UNANIMOUSLY BY ALL MEMBERS PRESENT WITH NO FOR



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1 COMMISSIONER GLOVER. PROCEEDING TO 4A MTC RESOLUTION 4630  
2 FISCAL YEAR 2023, 2024 PRODUCTIVITY IMPROVEMENT PLAN.  
3  
4 **RALEIGH MCCOY:** RALEIGH MCCOY MTC FUNDING POLICY PROGRAM STAFF  
5 HERE TODAY TO PRESENT UPDATE ON THE FISCAL YEAR 2023, 2024  
6 PRODUCTIVITY IMPROVEMENT PROGRAM OR PIP FOR SHORT. UPDATE ON  
7 IMPLEMENTATION OF THE SENATE BILL 125 REGIONAL ACCOUNTABILITY  
8 MEASURES AND NEXUS BETWEEN THE TWO PROGRAMS. REFRESHER  
9 PARTICULARLY SINCE PIP HAS BEEN ON HIATUS IN THE PAST FEW  
10 YEARS DUE TO COVID-19, AND THE PURPOSE OF PIP IS TO IDENTIFY  
11 OPPORTUNITIES FOR OPERATORS TO IMPROVE THEIR COST  
12 EFFECTIVENESS FOR MTC TO TRACK OPERATORS PROGRESS IMPLEMENTING  
13 INITIATIVES. PIP IS ADOPTED ANNUALLY TO MEET REQUIREMENTS  
14 ASSOCIATED WITH TRANSPORTATION DEVELOPMENT ACT STATE TRANSIT  
15 ASSISTANCE FUNDS WHICH ARE TWO OF THE PRIMARY SOURCES OF STATE  
16 SUPPORT FOR TRANSIT OPERATIONS. OPERATORS MUST DEMONSTRATE  
17 SIGNIFICANT PROGRESS TOWARDS THEIR PROJECTS IN ORDER TO BE  
18 ELIGIBLE TO RECEIVE ALLOCATION OF TDA AND STA FUNDING. NEXT  
19 SLIDE. ON HERE IS A SUMMARY OF SB125 REGIONAL ACCOUNTABILITY  
20 MEASURES ADOPTED MTC RESOLUTION 4619 IN NOVEMBER 2023. THIS IS  
21 A SUMMARIZATION OF ACCOUNTABILITY MEASURES ADOPTED AND  
22 SPECIFIC LANGUAGE IS INCLUDED IN YOUR PACKET AS ATTACHMENT D.  
23 AS YOU CAN SEE THE REGIONAL ACCOUNTABILITY MEASURES RANGE FROM  
24 REQUIREMENTS THAT ARE APPLIED TO ALL OPERATORS RECEIVING SB125  
25 FUNDS, SUCH AS ACTIVE PARTICIPATION AND A HOST OF REGIONAL



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1 INITIATIVES PARTICIPATION IN ONGOING SCHEDULE ARE COORDINATION  
2 WORK AS WELL AS ASSESSMENT OF QUALITY OF GENERAL TRANSIT FEED  
3 SPECIFICATION GTFS DATA AND THAT POWERS REALTIME ARRIVAL  
4 PRODUCTIONS SUCH AS PERSONALITY DATA SOURCE FOR TRANSIT USERS  
5 ADDITIONALLY THE TABLE SEVERAL OPERATOR SPECIFIC REQUIREMENTS  
6 AS WELL AS ATTACHED IN SB125 FUNDS THAT PRESENT TAILORED  
7 SOLUTIONS TO OPERATOR SPECIFIC INITIATIVES. THE RESOLUTION  
8 4619 PROPOSAL IS TO INTEGRATE REGIONAL ACCOUNTABILITY MEASURES  
9 AS PROJECTS WITHIN THE PIP DOVETAILING MEASURES INTO AN  
10 EXISTING REPORT PROCEDURE THAT OPERATORS ARE FAMILIAR WITH.  
11 DEMONSTRATING SIGNIFICANT PROGRESS TOWARD IMPLEMENTATION OF  
12 REGIONAL ACCOUNTABILITY MEASURES IN ORDER TO ELIGIBLE TO  
13 RECEIVE ALLOCATION OF SB125 FUNDS. ADDITIONALLY SINCE  
14 OPERATORS REGARDLESS WHETHER OR NOT THEY'RE RECEIVING SB125  
15 FUNDS ARE REQUIRED TO HAVE AT LEAST ONE PIP PROJECT PROPOSAL  
16 FOR OPERATORS WOULD BE ASSIGNED TO THE FIRST BULLET WITH FOUR  
17 SUBBULLETS AS PIP PROJECTS FOR THIS YEAR. ACCOUNTABILITY  
18 MEASURES GO BEYOND WHAT WAS REQUIRED IN SB125 GUIDELINES THERE  
19 WAS NO REQUIREMENT FOR LEVEL OF ACCOUNTABILITY SO THIS  
20 DEMONSTRATES MTC AND OPERATOR COMMITMENT TO ENHANCING TRANSIT  
21 THROUGHOUT THE REGION. NEXT SLIDE. THIS SLIDE CHARTS OUT  
22 PROPOSED PROCESS FOR IMPLEMENTING REPORTING ON SB125  
23 ACCOUNTABILITY MEASURES HERE IN FEBRUARY ON THE PRECIPICE OF  
24 THE FIRST MILESTONE ADOPTION OF THE PIP WHICH IDENTIFIES SB125  
25 REGIONAL ACCOUNTABILITY MEASURES AS PIP PROJECTS. ROLLING



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1 BASIS BEGINNING SUMMER 2024 OPERATORS WOULD SUBMIT REQUESTS  
2 FOR ALLOCATIONS OF TDA, STA FUNDS AND NOW SB125 FUNDS WHEN  
3 OPERATORS REQUEST ALLOCATIONS THEY SUBMIT SUPPORTING  
4 DOCUMENTATION TO MTC INCLUDING REPORTING ON PROGRESS TOWARD  
5 THEIR PIP PROJECTS. ADDITIONALLY IN LINE WITH EXISTING  
6 PROCEDURES THESE ALLOCATIONS REQUESTS ARE REQUIRED TO BE BOARD  
7 APPROVED GIVES US TRANSIT BOARDS FIRING COMMITMENTS TO  
8 REGIONAL ACCOUNTABILITY. MTC STAFF WOULD ASSESS OPERATOR  
9 ADVANCE OF THEIR PIP PROJECTS OR SB125 ACCOUNT ACCOUNTABILITY  
10 MEASURES AND PROVIDE ALONG WITH PROGRESS ALONGSIDE REQUESTS  
11 FOR APPROVAL OF SB125 FUNDS. BEGINNING SUMMER 2024 AND  
12 OCCURRING ON A ROLLING BASIS ADDITIONALLY MTC REPORT FROM  
13 OPERATORS IN EARLY 2025 WOULD BE ANOTHER OPPORTUNITY FOR US TO  
14 RETURN TO YOU ALL AND PROVIDE OPERATORS PROGRESSING TOWARD  
15 IMPLEMENTATION OF THEIR PROJECTS. WITH THAT THE RECOMMENDED  
16 ACTION TODAY IS REFERRAL OF MTC RESOLUTION 4630 THE  
17 PRODUCTIVITY IMPROVEMENT PROGRAM TO THE COMMISSION FOR  
18 ADOPTION AND AGAIN RECAP NEXT STEPS IN SUMMER OF 2024  
19 RECEIVING UPDATES ON STATUS OF PIP PROJECTS FROM OPERATORS  
20 RECEIVING SB125 FUNDS AND WE'LL BE RETURNING TO YOU AT THAT  
21 TIME SUMMER OF 2024 TO PROVIDE UPDATE.

22

23 **CHAIR, ALFREDO PEDROZA:** COMMISSIONER PAPAN?

24



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1 **GINA PAPAN:** THANK YOU. I REALIZE WE SAW THIS ONCE BEFORE.  
2 [LAUGHTER] I DO BELIEVE WE NEED TO BE ACCURATE IN THE  
3 PRESENTATION HERE, AS I'M UNDERSTANDING IT. SO IF WE COULD GO  
4 BACK TO THE SLIDE -- THE ADOPTED -- OR, THE MEASURES, REGIONAL  
5 ACCOUNTABILITY MEASURES HERE.

6

7 **RALEIGH MCCOY:** SLIDE TWO, PLEASE.

8

9 **GINA PAPAN:** YES. THAT ONE. GREAT. I WOULD BE MORE COMFORTABLE  
10 IF WE COULD ADD A LINE HERE. YOU HAVE GOT -- AND I UNDERSTAND  
11 THIS HAS BEEN ASKED FOR BUT HAS NOT BEEN INCLUDED HERE. BART,  
12 SF, MTA, AND CALTRAIN IN THERE. BUT THE STATEMENTS OR CUSTOMER  
13 EFFICIENCY ENHANCEMENTS, THEY DON'T REALLY REFLECT WHAT  
14 CALTRAIN IS INVOLVED IN, WHICH IS, I UNDERSTAND IT AS SUICIDE  
15 PREVENTION AND CROSSINGS. SO, I THINK WE REALLY NEED TO BE  
16 SPECIFIC HERE. AND I UNDERSTAND THEY HAVE ASKED FOR THAT. SO,  
17 I WOULD FEEL BETTER IF WE COULD JUST ADD A LINE TO BREAK THAT  
18 OUT. BECAUSE WE REALLY NEED TO KNOW. YOU SAY THAT THE PIP  
19 FUNDING IS GOING TO BE BASED ON THAT, BUT WHAT'S ASKED FOR  
20 HERE IS NOT REALLY REFLECTIVE OF THAT REAL AGENCY. SO, I WOULD  
21 SPECIFICALLY ASK FOR THAT MODIFICATION SO THAT WE CAN REALLY  
22 KNOW WHAT IS BEING ACHIEVED, ACCOUNTABILITY-WISE HERE AND THEN  
23 I NEED TO GO BACK UP TO BART IMPLEMENTATION FARE GATE  
24 STATEWIDE. THAT NEVER HAS BEEN REALLY PRESENTED TO US IN A WAY  
25 -- IS THIS -- IF YOU COULD CLARIFY FOR ME, WHERE IS THAT





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1 FUNDING COMING FROM? THAT'S KIND OF THE FIRST POINT. THE  
2 SECOND POINT IS THAT THERE IS A RUMOR GOING AROUND THAT  
3 CERTAIN COUNTIES ARE GOING HAVE TO PAY FOR THOSE. WE HAVEN'T  
4 BEEN APPROACHED BY BART TO DO THAT. AND I UNDERSTAND THERE HAS  
5 BEEN AN AGREEMENT WITH SOME TRANSIT AGENCIES. THE WAY IT'S  
6 PRESENTED HERE, CAN WE GET SOME CLARIFICATION PLEASE?

7

8 **THERESA ROMMELL:** THROUGH THE CHAIR, I CAN TRY AND RESPOND TO  
9 SOME OF THOSE QUESTIONS. FIRST ONE, I THINK YOUR CONCERN OVER  
10 THIS SLIDE HERE, AS RALEIGH STATED THIS, IS DONE TO COMBINE  
11 SOME OF THE LINE ITEMS JUST FOR THE PURPOSES OF SPACE, BUT IF  
12 YOU LOOK AT ATTACHMENT B, IT'S ATTACHMENT B, BUT I THINK IT'S  
13 C ALSO. [LAUGHTER] -- IT'S ATTACHMENT C OF THE PREVIOUS  
14 RESOLUTION THAT CONTAINS ACCOUNTABILITY REQUIREMENTS. CALTRAIN  
15 HAS ITS OWN ROW AND THAT WAS REQUESTED AND WE DID RESPOND BY  
16 DOING THAT IN THE ACTUAL RESOLUTION. WE HAVE SEPARATED OUT  
17 CALTRANS CRISIS PREVENTION PROGRAM FROM THE BART AND SAN  
18 FRANCISCO MTA AMBASSADOR PROGRAM. THAT WAS A REQUEST THAT WE  
19 ACTUALLY ACCOMMODATED AND IT'S JUST NOT IN THIS SLIDE  
20 PRESENTATION IN THE SAME WAY THAT IT'S DEPICTED IN THE ACTUAL  
21 ATTACHMENT.

22

23 **GINA PAPAN:** I GET THAT. IT'S BEING PRESENTED.

24



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1 **THERESA ROMMELL:** WE'LL TRY TO REMEDY THAT SO IT'S MORE  
2 SPECIFIC. IN TERMS OF THE FUNDING PLAN FOR THE FARE GATE WE  
3 HAVE BEEN TALKING ABOUT THESE RATES FOR A WHILE AND IT WAS  
4 ALWAYS STAFF EXPECTATION UNDERSTANDING THAT FUNDING PLAN HAD  
5 BEEN COMMUNICATED TO THE VARIOUS FUNDING PARTNERS IN TALKING  
6 WITH BART STAFF THEY HAVE HAD CONVERSATIONS WITH CONGESTION  
7 MANAGEMENT AGENCY AND CCAG AND SOME EXECUTIVES THAT THEY HAVE  
8 AT THE COUNTY.

9

10 **CHAIR, ALFREDO PEDROZA:** THAT'S INACCURATE. I'M SORRY. SO  
11 PREVIOUSLY BART HAD SOUGHT ADDITIONAL FUNDING AND SAID IF THEY  
12 GOT THAT FUNDING FROM MTC, THEY WOULD USE IT FOR FARE GATES.  
13 SO NEXT LEVEL HERE REPRESENT IS THAT'S BEEN MADE THEY WOULD  
14 HAVE SIZE WIDE FARE GATES BY 2025 AND THE REQUEST -- BECAUSE  
15 THEY DIDN'T GET THE FUNDING FROM MTC OR WHATEVER HAS NEVER  
16 BEEN COMMUNICATED AT LEAST IN OUR JURISDICTIONS IT'S JUST  
17 RUMOR BY THE WAY YOU GUYS ARE GOING TO HAVE TO PAY FOR THOSE  
18 AND WE DON'T KNOW WHAT'S THE COST WE DON'T KNOW ANYTHING ABOUT  
19 THIS RIGHT NOW IT'S RUMOR. SO WE NEED CLARIFICATION OF THIS  
20 KIND OF GOING AROUND, WELL, WE ASKED FOR THIS AND THAT -- IT'S  
21 NOT SPECIFIC COMMUNICATION. WHICH IS VERY HELPFUL. WE ALL LOVE  
22 THE FARE GATES. WE WANT TO SEE THEM. BUT I REALLY DO NOT  
23 APPRECIATE THE REPRESENTATION THAT THEY'RE GIVING YOU, OR, I  
24 GUESS, SOME OF THE JURISDICTIONS. BECAUSE IT'S NOT ACCURATE AS  
25 TO THIS LINE ITEM HERE. IMPLEMENTATION, NEW FARE GATE SYSTEM



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1 RIDE TO MEET THIS. SO, I REALLY NEED CLARIFICATION. I THINK  
2 THE PUBLIC NEEDS CLARIFICATION HERE. WE WANT THESE. WE WANT  
3 THEM. BUT IT'S KIND OF A SHELL GAME, AND IT'S NOT BEING  
4 TRANSPARENT. THERE ARE FIVE STATIONS IN MY AREA JUST TELL US  
5 BUT NOBODY HAS SAID A WORD IT MAKES IT DIFFICULT AS FAR AS  
6 ACCOUNTABILITY.

7

8 **ALIX BOCKELMAN:** THANK YOU COMMISSIONER PAPAN. ALIX BOCKELMAN,  
9 CHIEF DEPUTY EXECUTIVE DIRECTOR WE HEAR YOUR CONCERNS. 125  
10 PROCESS IT DOES ALLOW US TO MONITOR HOW OPERATORS ARE DOING IN  
11 EACH OF THESE WE UNDERSTAND THAT THERE'S A LOT OF INTEREST IN  
12 THE NEW FARE GATES THROUGHOUT THE REGION SO WE CAN CERTAINLY  
13 COME BACK TO PROVIDE MORE ON THAT BECAUSE WE HAVEN'T PROVIDED  
14 THAT TO THE COMMISSION YET SO WE CAN WORK TO DO THAT. I THINK  
15 ONE OF THE THINGS, BART HAS PRESENTED TO THE BOARD KIND OF  
16 THEIR FUNDING PLAN BUT OBVIOUSLY IT'S BEEN A WHILE. I THINK  
17 THE FUNDING PLAN DID SHOW WHEN THEY PRESENTED TO THEIR BOARD  
18 TOTAL COST IT DID MAKE ASSUMPTIONS ABOUT THE CONTRIBUTIONS  
19 FROM THE THREE BART COUNTIES AS WELL AS NON-BART COUNTIES THAT  
20 WOULD PARTICIPATE, WHICH I THINK SANTA CLARA HAS. WE NEED MORE  
21 INFORMATION WE NEED TO MAKE SURE BART IS WORKING DILIGENTLY  
22 WITH FUNDING PARTNERS TO MAKE SURE THEY HAVE THE FULL FUNDING  
23 PLAN WE CAN COME BACK WITH DETAIL ON THE PROJECT PLAN BECAUSE  
24 WE KNOW HOW IMPORTANT IT IS TO THE REGION AND BART SO WE CAN  
25 PROVIDE MORE INFORMATION AT A FUTURE MEETING.



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1

2 **GINA PAPAN:** I APPRECIATE THAT. THIS IS WHERE WE'RE BEING HELD  
3 ACCOUNTABLE TO THE LEGISLATURE I ASSURE YOU OUR LEGISLATIVE  
4 MEMBERS WOULD LIKE TO KNOW AS WELL. I FEEL LIKE THEY'RE HIDING  
5 THE BALL AND THAT'S NOT APPROPRIATE. I APPRECIATE YOUR EFFORTS  
6 IN THAT REGARD. WE NEED TO BE TRANSPARENT ESPECIALLY IF WE ARE  
7 LOOKING AT A BOND, FOR COMMUNITIES TO FUND, THE MORE  
8 TRANSPARENCY AND THE MORE ACHIEVABLE ACCOUNTABLE MEASURES THAT  
9 ARE OBTAINED, THAT'S WHAT THE PUBLIC WANTS. I THINK THAT'S  
10 WHAT WE ALL WANT. THAT WOULD BE EXCEPTIONALLY HELPFUL HERE.  
11 SO, I THINK I HAVE SAID MY PEACE. I THANK YOU. BUT, PLEASE, WE  
12 REALLY -- THE MORE WE CAN COMMUNICATE, THE CLEARER WE CAN  
13 COMMUNICATE, REALLY THE BETTER FOR ALL OF OUR UNDERSTANDING  
14 AND THE PUBLIC. SO, THANK YOU VERY MUCH. I APPRECIATE IT.

15

16 **CHAIR, ALFREDO PEDROZA:** THANK YOU COMMISSIONER PAPAN. I DON'T  
17 SEE ANY OTHER COMMISSIONERS AT THIS MOMENT. DO WE HAVE ANY  
18 PUBLIC COMMENT ON THIS ITEM?

19

20 **CLERK OF THE BOARD:** I SEE NO MEMBER OF THE PUBLIC IN THE ZOOM  
21 SPACE NOR IN THE BOARDROOM WHO WOULD LIKE TO PROVIDE PUBLIC  
22 COMMENT AND NO WRITTEN PUBLIC COMMENT WAS RECEIVED.

23

24 **CHAIR, ALFREDO PEDROZA:** I'LL TRY TO SUMMARIZE. I HEARD STAFF  
25 MENTION THEY WILL COME BACK AND PROVIDE MORE OF A PRESENTATION



FEBRUARY 14, 2024

1 ON THE IMPLEMENTATION OF FARE GATES AS REQUESTED BY  
2 COMMISSIONER PAPAN. THIS IS AN ACTION ITEM. I'LL LOOK FOR A  
3 MOTION TO APPROVE MTC RESOLUTION 4630 TO THE COMMISSION FOR  
4 APPROVAL.

5

6 **GINA PAPAN:** MOVE WITH A SLIGHT ADDITION, IF YOU COULD ON YOUR  
7 CHART, I KNOW IT MAKES IT SMALLER, AND SOME FOLLOW UP, I WILL  
8 MOVE.

9

10 **CHAIR, ALFREDO PEDROZA:** CONFIRM WITH STAFF THEY UNDERSTAND THE  
11 REQUEST.

12

13 **ANDREW FREMIER:** UNDERSTOOD.

14

15 **CHAIR, ALFREDO PEDROZA:** MOTION BY COMMISSIONER PAPAN. SECOND  
16 BY ABE-KOGA. ROLL CALL. ALL IN FAVOR PLEASE NOTE BY AYE.

17

18 **SPEAKER:** AYES.

19

20 **CHAIR, ALFREDO PEDROZA:** AYE.

21

22 **CLERK OF THE BOARD:** OPPOSED ABSTENTION? MOTION PASSES. THANK  
23 YOU ALL. THANK YOU FOR THE DISCUSSION COMMISSIONERS. ITEM 5A  
24 CALIFORNIA TRANSPORTATION COMMISSION UPDATE. KENNETH KAO.

25



FEBRUARY 14, 2024

1 **KENNETH KAO:** KENNETH KAO MTC FUNDING POLICY PROGRAM SECTION  
2 HERE TO GIVE AN UPDATE ON THE JANUARY CTC MEETING, MET IN  
3 MODESTO LATE JANUARY, FIRST CONSIDERED DRAFT 2025 ACTIVE  
4 TRANSPORTATION PROGRAM FUND ESTIMATE AND GUIDELINES. THE  
5 GOVERNOR'S JANUARY PROPOSED BUDGET INCLUDES A \$200 MILLION CUT  
6 FROM ATP SO THIS'S SOMETHING THAT'S CONCERNING FOR EVERYONE  
7 WHO IS LOOKING FORWARD TO COMPETE FOR ACTIVE TRANSPORTATION  
8 PROGRAM FINALIZED WE'LL BE MONITORING THAT AND UPDATE. MTC  
9 WILL PRESENTING OUR REGIONAL ATP GUIDELINES TO THIS COMMITTEE  
10 NEXT MONTH AND EXPECT TO RELEASE CALL FOR PROJECTS IN MARCH  
11 WITH APPLICATIONS DUE IN JUNE. ANOTHER BIG ITEM OF DISCUSSION  
12 WAS THE I15 EXPRESS LANES IN SAN BERNARDINO COUNTY. WHICH  
13 WHILE IS NOT DIRECTLY RELATED TO THE BAY AREA, IT DID GARNER A  
14 LOT OF DISCUSSION AND ATTENTION SO I THOUGHT IT WAS IMPORTANT  
15 TO RAISE TO YOU. IT WAS DEFERRED FROM THE CTC MEETING IN  
16 DECEMBER BECAUSE IT WAS A DEADLOCK VOTE BUT THE CTC DID  
17 APPROVE THE ALLOCATION AT 9 TO 1 VOTE. FINALLY I WANT TO  
18 UPDATE YOU ON SOME LEADERSHIP AND COMMISSION CHANGES WITH THE  
19 CTC. THE CTC DID ELECT VICE CHAIR KARL GUARDINO AS THE NEW  
20 CHAIR FOR CTC STARTING IN MARCH. AS YOU KNOW COMMISSIONER  
21 GUARDINO IS FROM THE SOUTH BAY AND THEY ALSO ELECTED  
22 COMMISSIONER DARNELL GRISBE TO BE VICE CHAIR IN MARCH AND  
23 COMMISSIONER GRISBY LIVES IN SAN FRANCISCO COUNTY. FINALLY  
24 COMMISSIONER LIEU'S ASSEMBLY APPOINTMENT DID EXPIRE IN JANUARY  
25 AND CURRENT ASSEMBLY SPEAKER ROBERT RIVAS FROM SALINAS



FEBRUARY 14, 2024

1 APPOINTED COMMISSIONER BOB TIFFANY TO CTC EFFECTIVE FEBRUARY.  
2 COMMISSIONER TIFFANY WAS FORMERLY A SAN BENITO COUNTY  
3 SUPERVISOR. NEXT CTC MEETING WILL BE MARCH. WE LOOK FORWARD TO  
4 WELCOMING CTC TO OUR REGION.

5

6 **CHAIR, ALFREDO PEDROZA:** COMMISSIONER PAPAN?

7

8 **GINA PAPAN:** IT WAS SO NICE TO GET THE PRESENTATION. WE SEEM TO  
9 RUSH OVER IT. THANK YOU SO MUCH.

10

11 **CHAIR, ALFREDO PEDROZA:** WE HAVE AN HOUR AND 45 MINUTES,  
12 COMMISSIONER PAPAN.

13

14 **GINA PAPAN:** NO. WE HARDLY EVER GET THE REAL PRESENTATION.  
15 THANK YOU VERY MUCH.

16

17 **CHAIR, ALFREDO PEDROZA:** GREAT COMMENT.

18

19 **GINA PAPAN:** MOVE APPROVAL?

20

21 **CHAIR, ALFREDO PEDROZA:** THIS IS AN INFORMATIONAL ITEM.  
22 RECEIVED. DO WE HAVE PUBLIC COMMENT?

23



FEBRUARY 14, 2024

1 **CLERK OF THE BOARD:** NO MEMBER OF THE PUBLIC IN THE ZOOM OR IN  
2 THE BOARDROOM WHO WOULD LIKE TO PROVIDE PUBLIC COMMENT AND NO  
3 WRITTEN CORRESPONDENCE AT THIS POINT.

4

5 **CHAIR, ALFREDO PEDROZA:** ITEM SIX GENERAL PUBLIC COMMENT.

6

7 **CLERK OF THE BOARD:** I SEE NO MEMBER OF THE PUBLIC ZOOM OR IN  
8 THE BOARDROOM WHO WOULD LIKE TO PROVIDE PUBLIC COMMENT AND NO  
9 WRITTEN CORRESPONDENCE RECEIVED.

10

11 **CHAIR, ALFREDO PEDROZA:** ITEM SEVEN ADJOURNMENT. NEXT MEETING  
12 OF THE PROGRAMMING AND ALLOCATIONS COMMITTEE MEETING SCHEDULED  
13 TO BE HELD WEDNESDAY MARCH 13TH SAME TIME SAME PLACE. WE ARE  
14 ADJOURNED. WE HAVE ONE MORE MEETING COMMISSIONERS STARTS AT 12  
15 PROMPTLY. MEETING ADJOURNED. [ADJOURNED]

16





**NTT**

*Broadcasting Government*