



# AGENDA

## PENINSULA CORRIDOR JOINT POWERS BOARD

Bacciocco Auditorium, 2<sup>nd</sup> Floor  
1250 San Carlos Avenue, San Carlos CA 94070

January 5, 2012 – Thursday

10:00 a.m.

1. Pledge of Allegiance
2. Swearing in of Malia Cohen (Representing San Francisco Board of Supervisors)
3. Call to Order/Roll Call
4. Report from Nominating Committee (Kniss, Lloyd, Nolan ) – Election of 2012 Officers MOTION
5. Public Comment  
Public comment by each individual speaker shall be limited to two minutes
6. Consent Calendar MOTION  
Members of the public or Board may request that an item under the Consent Calendar be considered separately
  - a) Approval of Minutes of December 1, 2011
7. Chairperson’s Report RESOLUTION
  - a) Resolution of Appreciation to Outgoing Chair and Director Sean Elsbernd
  - b) Certificate of Appreciation to Outgoing CAC Chair, Bruce Jenkins
8. Report of the Citizens Advisory Committee
9. Report of the Executive Director
10. Acceptance of Statement of Revenues and Expenses for November 2011 MOTION
11. Authorize Increasing and Amending the Fiscal Year 2012 Operating Budget by \$2,574,385 from \$103,779,904 to \$106,354,289 RESOLUTION
12. Legislative Update INFORMATIONAL
13. Correspondence
14. Board Member Requests

15. Date/Time of Next Meeting: Thursday, February 2, 2012, 10 a.m. at  
San Mateo County Transit District Administrative Building, Bacciocco  
Auditorium, 2<sup>nd</sup> Floor, 1250 San Carlos Avenue, San Carlos, CA 94070

16. General Counsel Report

- a. Closed Session: Conference with Legal Counsel – Existing  
Litigation Pursuant to Government Code Section 54956.9(a) to  
Discuss Pending Litigation: San Mateo County Transit District  
v. City and County of San Francisco et al, San Mateo County  
Superior Court Case No. CIV 494013  
Real Estate Negotiations – Pursuant to Government Code  
Section 54956.8  
Agency Negotiators: David J. Miller and Brian Fitzpatrick  
Under Negotiation: Price and terms of Purchase

<u>Property and Negotiating Parties:</u>	<u>Owner Address/Location APN:</u>
Artichoke Joes	659 Huntington Avenue 020-131-570 205 Angus Avenue 020-131-410
City and County of San Francisco	Angus and Huntington Avenue SBE 845-41-5 San Mateo and Huntington Avenues SBE 846-41-5

- b. Closed Session: Conference with Legal Counsel – Existing  
Litigation – Pursuant to Government Code Section 54956.9(a):  
Robert Lightfoot v. City and County of San Francisco, et al.
- c. Closed Session: Conference with Legal Counsel – Potential  
Litigation Pursuant to Government Code Section 54956.9(c)  
(One Potential Case)

17. Adjourn

## **INFORMATION FOR THE PUBLIC**

All items appearing on the agenda are subject to action by the Board. Staff recommendations are subject to change by the Board.

If you have questions on the agenda, please contact the JPB Secretary at 650.508.6242. Agendas are available on the Caltrain website at [www.caltrain.com](http://www.caltrain.com).

### **Location, Date and Time of Regular Meetings**

Regular meetings are held at the San Mateo County Transit District Administrative Building located at 1250 San Carlos Ave., San Carlos, which is located one block west of the San Carlos Caltrain Station on El Camino Real. The building is also accessible by SamTrans bus Routes: 260, 295, 390, 391, and KX.

The JPB meets regularly on the first Thursday of the month at 10 a.m. The JPB Citizens Advisory Committee meets regularly on the third Wednesday of the month at 5:40 p.m. at the same location. Date, time and place may change as necessary.

### **Public Comment**

If you wish to address the Board, please fill out a speaker's card located on the agenda table and hand it to the JPB Secretary. If you have anything that you wish distributed to the Board and included for the official record, please hand it to the JPB Secretary, who will distribute the information to the Board members and staff.

Members of the public may address the Board on non-agendized items under the Public Comment item on the agenda. Public testimony by each individual speaker shall be limited to two minutes and items raised that require a response will be deferred for staff reply.

### **Accessibility for Individuals with Disabilities**

Upon request, the JPB will provide for written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in public meetings. Please send a written request, including your name, mailing address, phone number and brief description of the requested materials and a preferred alternative format or auxiliary aid or service at least two days before the meeting. Requests should be mailed to the JPB Secretary at Peninsula Corridor Joint Powers Board, 1250 San Carlos Avenue, San Carlos, CA 94070-1306; or emailed to [board@caltrain.com](mailto:board@caltrain.com); or by phone at 650.508.6242, or TDD 650.508.6448.

### **Availability of Public Records**

All public records relating to an open session item on this agenda, which are not exempt from disclosure pursuant to the California Public Records Act, that are distributed to a majority of the legislative body will be available for public inspection at 1250 San Carlos Avenue, San Carlos, CA 94070-1306, at the same time that the public records are distributed or made available to the legislative body.

**Peninsula Corridor Joint Powers Board (JPB)  
Board of Directors Meeting  
1250 San Carlos Avenue, San Carlos CA 94070**

Draft

**Minutes  
December 1, 2011**

**MEMBERS PRESENT:** J. Deal, S. Elsbernd (Chair), A. Kalra, L. Kniss,  
A. Lloyd, A. Tissier, K. Yeager

**MEMBERS ABSENT:** J. Cisneros, T. Nolan

**STAFF PRESENT:** J. Cassman, C. Cavitt, G. Harrington, C. Harvey, R. Haskin,  
A. Hughes, M. Lee, M. Martinez, N. McKenna, D. Miller,  
S. Murphy, M. Scanlon, M. Simon

Chair Sean Elsbernd called the meeting to order at 10:03 a.m. Director Ken Yeager led the Pledge of Allegiance.

**PUBLIC COMMENT**

Jeff Carter, Millbrae, wished the Board and staff Happy Holidays.

Roland LeBrun, San Jose, said he made two round trips on Caltrain this week using Clipper and was charged for a Day Pass each time. The Metropolitan Transportation Commission (MTC) rated the Dumbarton Rail Project as one of the lowest. The project needs to be scrapped and revisited so it can be built right.

Sam Dicker, San Francisco, said he has been riding his bike for over a year. He doesn't use the Warm Planet facility at Fourth and King in San Francisco for storing his bike, but for repairs.

Brady Kroupa, San Francisco, commutes daily to Palo Alto and rides his bike to the San Francisco Caltrain Station. He doesn't take his bike on the train, but stores it at Warm Planet. He said this is a great asset for bikers and appreciates the community feeling and service provided by this facility.

Ed DeLanoy, San Carlos, asked if the cost of the new contract operator will cause an increase in fares. He also suggested shorter trains will reduce the use and cost of fuel. He would like to see a feasibility study on the subject of shorter trains.

Pat Giorni, Burlingame, wished the Board and staff Happy Holidays. There were only 69 bump complaints this month which is down from last month. In October, when the Board rejected the bike facility proposal, it was asked if the Bicycle Advisory Committee (BAC) was asked for their input and staff said it would be on the November BAC agenda. This item was not on the November agenda. She asked what staff is looking for with the bike facility that Warm Planet does not offer.

Greg Conlon, Atherton, said Deputy CEO Chuck Harvey sent a letter to the mayor of Atherton on the Watkins Avenue grade crossing and he will be scheduling a meeting with Mr. Harvey and the mayor in the next couple of weeks.

Director Art Lloyd said that the cost of providing a switch crew and switch engine to reduce a consist from five to three cars is very expensive and there are no savings.

### **CONSENT CALENDAR**

- a. Approval of Minutes of November 3, 2011

The Board approved the consent calendar (Lloyd/Tissier); Deal abstained.

### **CHAIRPERSON'S REPORT**

#### **Appointment of Nominating Committee for 2012 Officers**

Chair Elsbernd appointed Directors Tom Nolan, Lloyd and Liz Kniss to the nominating committee for 2012 officers.

A motion (Kalra/Yeager) to appoint Directors Nolan, Lloyd and Kniss to the nominating committee was approved by all.

#### **Appointment of Representative to the Transbay Joint Powers Authority (TJPA)**

Chair Elsbernd said he is appointing Director Lloyd as the JPB representative on the TJPA and Director of Caltrain Modernization Program Marian Lee as his alternate.

A motion (Tissier/Kalra) to approve the appointments to the TJPA was approved unanimously.

### **REPORT OF THE CITIZENS ADVISORY COMMITTEE**

CAC Chair Bruce Jenkins reported:

- Associate Operations Contract Administrator-Shuttles Mike Stevenson provided a comprehensive presentation on the shuttle program.
- Staff provided an updated on special service and performance numbers.
- CAC member Sepi Richardson resigned and will be recognized at the December meeting.

### **REPORT OF THE EXECUTIVE DIRECTOR**

#### **High Speed Rail Business Plan Presentation**

California High Speed Rail Authority (CHSRA) Board Member Jim Hartnett said California is on the move and High Speed Rail (HSR) is needed to keep people moving. The Business Plan that has been generated is something that represents a new approach to HSR in California to meet the needs of a growing population that cannot be done by building freeway miles or filling in the San Francisco Bay for new runways. We need to be more environmentally sensitive in how transportation needs are approached and HSR is part of that solution. The new Business Plan is a realistic one that lays it all out in a very plain and simple way. It talks about a new approach that is synergistic with Caltrain, Caltrain needs, and the needs of those in Southern California. It was discussed building HSR in sections and no section will be built unless there is sufficient money to build that section and pay for itself in terms of operation and maintenance costs. HSR has to work in a way that it blends with Caltrain and MetroLink in Southern California. It is really the only way the system can work in an efficient effective way from Los

Angeles to San Francisco, compliant with legal requirements of Proposition 1A and the needs of the communities.

Mr. Hartnett said the HSR Business Plan has a new emphasis beyond building in sections and blended approach. It has an emphasis on regional connectivity. There is an acknowledgement that HSR is not a stand-alone system. Beyond having a blended approach it is a system that has to connect with the rest of the transit system in the state. It is also a system that cannot be stand-alone in the sense of operating on its own without regard to the regional and local needs of transit systems. This is a dramatic change and a change many asked for. The CHSRA has not had a great history in terms of cooperation with regional and local transit agencies and communities. There was a turning point and it did not start with the new Business Plan that was released on November 1, but with the recognition that everyone is in this together and this project will only work if everyone is rowing in the same direction. It is not what track we share, but what monies we share and work together to get those funds. There needs to be a comprehensive ask to the State for transit funds that are available locally and regionally so we can show the Governor and Legislature that there is an integrated approach and it is the same for the Federal government. Looking at the Caltrain ridership statistics for the last month people like to ride, they have a choice and they chose Caltrain and it meets their needs. HSR can do that also and it is not because we have models that we think are workable and support the data that is evident in the Business Plan, but we know from examples from around the world that HSR works. It works in diverse places such as Spain, France and Japan and elsewhere. We are not trailblazers, we are behind and we need to recognize that we are behind. There is no time like the present to begin. There are always questions about why now and why not later. Later is not going to make it easier, it will make it more difficult and more costly. If we don't start now, we may lose the opportunity to ever start.

Mr. Hartnett thanked Caltrain for its tremendous input, not only for the blended system, but the whole workability and sustainability of HSR. There was a period of time where there was a growing adversarial relationship between Caltrain and HSR. There is a positive change and a lot more work to do, but this system can be successful and it has to have partners to work closely with.

Chair Elsbernd said he is very thankful that Mr. Harnett was appointed to the CHSRA.

Mr. Hartnett gave high kudos to Ms. Lee for her work.

Ms. Lee said staff is reviewing the HSR Business Plan and comments are due January 15. Staff is very appreciative of two key elements, the inclusion of a blended system and a discussion about needing early investments in existing transit systems to receive funds for HSR. Staff will be doing a more thorough review and will update the Board on the findings.

Ms. Lee said a few weeks back staff sent the Board an update on the next round of outreach with stakeholders. Staff has released a draft report of the Capacity Analysis to stakeholders and posted it on the Caltrain website. Comments on the Capacity Analysis are due on January 15. The second round of outreach focuses on additional planning efforts that build on the findings of the Capacity Analysis. The Capacity Analysis was a proof of concept and not a definitive service plan that would be implementing. Several more planning steps are necessary in order to define exactly what type of service will be provided and what the project will look like. In order

to do that, staff is embarking on two additional planning efforts. One has to do with additional analysis and the other has to do with grade crossings. One of the biggest variables that will guide what the blended system looks like will have to do with the determination of what to do with the grade crossings along the corridor. This study will look at the change in gate down time associated with the blended system and this will be paired with the understanding of impacts on local traffic. Staff is working on these efforts with city and county staff and during the month of December and January will continue to be in public venues and attend meetings, as requested, to talk about these efforts.

Ms. Lee said over the last two weeks staff has been receiving phone calls asking when the Caltrain electrification document will be certified. Staff had recommended that the certification of the Caltrain electrification project be put to the side while figuring out what the blended system will look like and the viability of the blended system.

Director Liz Kniss arrived at 10:36 a.m.

Executive Director Michael Scanlon reported:

- Key Caltrain Performance Statistics
  - Monthly Performance Statistics – October 2011 compared to October 2010
    - Total Ridership was 1,151,883, an increase of 2.3 percent.
    - Average Weekday Ridership was 42,618, an increase of 0.4 percent.
    - Total Revenue was \$4,809,157, an increase of 15.3 percent.
    - On-time Performance was 94.9 percent, an increase of 1.9 percent.
    - Caltrain Shuttle Ridership was 7,671, an increase of 31.9 percent.
  - Year-to-Date Performance Statistics – October 2011 compared to October 2010
    - Total Ridership was 4,760,978, an increase of 8.5 percent.
    - Average Weekday Ridership was 44,330, an increase of 7.2 percent.
    - Total Revenue was \$20,114,821, an increase of 23.9 percent.
    - On-time Performance was 93.2 percent, no change.
    - Caltrain Shuttle Ridership was 6,959, an increase of 28.8 percent.
- The BAC committee met on November 17. There was a brief discussion on the rejection of all bids for the operation of the bike parking facility at Fourth and King. Next meeting will be January 19.
- Staff is continuing to meet with the proprietor of Warm Planet Bikes to get a short-term solution while longer-term options are explored.
- Manager of Community Relations Todd McIntyre will be relocating to Washington, D.C. and his last day is December 16.
- There is significant unrest with the freight railroads and labor negotiations are underway. Caltrain service will not be affected except for possible suspension of service south of Tamien. Staff is working with the Santa Clara Valley Transportation Authority (VTA) and our bus contractor to set-up a bus bridge.
- The monthly Safety & Security Report is in the reading file.
- The rail operator contractor transition is continuing and taking more time than staff had hoped. Staff is working with the new contract operator and Amtrak with the shifting of personnel, permitting and regulatory plans.
- Special service ridership:
  - Sharks ridership for November is up 50 percent over last season.
  - Stanford football is up 88 percent.

- Cal Bears played five games at AT&T Park and there were 14,000 additional passengers.
- A Sunday schedule will operate on Christmas Day and a Saturday schedule on December 26.
- Additional service will be provided on New Year's Eve with trains leaving San Francisco at 12:45 a.m., 1:15 a.m., 1:45 a.m. and 2:15 a.m. and rides will be free after 11 p.m. A Saturday schedule will operate on January 2.

Mr. Harvey updated the Board on construction projects.

- The Santa Clara Project was done to improve safety and operational flexibility with completion in January 2012.
- The South Terminal Project is at the San Jose Diridon Station to improve the existing and future operational flexibility with the construction of two new 1,200 platforms, connect new Americans with Disability Act (ADA) ramps and stairs to existing pedestrian underpass and provide new turnouts and signal system. This project will be done in January 2012.

Mr. Scanlon wished everyone Happy Holidays and reminded the Board that staff will be participating at the Hometown Holidays event in Redwood City this weekend.

#### Public Comment

Jim Bigelow, Redwood City/San Mateo County Chamber, said the next 10 months for HSR is a very critical period of time. There needs to be a focus on what is the life of the diesel equipment operating on the corridor and encourage that the \$900 million for the regional connections be made available to help for electrification or other improvements to the HSR feeder systems. He hopes the Board is proactive on commenting on the HSR Business Plan.

Pat Giorni, Burlingame, said she is a very happy that Mr. Hartnett is on the CHSRA Board, however the Business Plan has changed somewhat. There is movement to possibly repeal it and send it back to the voters and Congress has said no HSR funding after 2013. She asked if Caltrain is working on a Plan B for electrification if HSR does not occur.

Jeff Carter, Burlingame, thanked Mr. Harnett for his presentation. He is concerned about the cost and large plans in the HSR Business Plan that are not necessary. He hopes the blended system does not sacrifice Caltrain service. Mr. Carter asked if Mr. Scanlon could expand on the problems with the transition to the new operator.

Greg Conlon, Atherton, said there are some things that need to be looked at including the additional traffic of 20 trains per hour in the peak and without grade separations or some other form of separation the traffic congestion on the Peninsula will be higher than it is now. He said trenching and tunneling needs to be looked at on the Peninsula because it is unfair and inconsistent to not do some of this in the residential and downtown areas.

Shirley Johnson, San Francisco Bicycle Coalition and BAC, thanked Mr. Scanlon for giving a report on the BAC. Staff told the BAC that both proposals received required funding, but the proposal from Warm Planet Bikes actually did not require funding from Caltrain. Warm Planet Bikes has been operating without a subsidy for over a year and is a very successful operation, but the operator saw that the building was too small to meet the growing needs of bicycle parking

customers. Caltrain needs to provide interim operating funding to keep the facility open. She is concerned the BAC was not involved in these discussions and has requested, since March, that Warm Planet be allowed to present to the BAC, but staff informed her that there were ongoing negotiations with the Request for Proposal (RFP) and then after the RFP was cancelled there were other negotiations. She is hopeful that the other negotiations means that staff is looking for interim operating funding to keep the facility opening.

Doug DeLong, Mountain View, congratulated Amtrak mechanical staff on the on-time performance for the month. He said Mr. Hartnett is a tremendous addition to the CHSRA.

**ACCEPTANCE OF STATEMENT OF REVENUES AND EXPENSES FOR OCTOBER 2011**

Deputy CEO Gigi Harrington said revenues are about \$3 million over budget in October, of which \$2.8 million is farebox revenue. Expenses are within budget. Year-to-date fuel is \$3.13 per gallon and last week it was \$3.16 per gallon. The fuel hedge was tripped in October and a payment of \$9,000 was received.

A motion (Tissier/Lloyd) to accept the October 2011 statement was approved unanimously.

**CALL FOR A PUBLIC HEARING ON FEBRUARY 2, 2012 TO CONSIDER CHANGES TO THE CODIFIED TARIFF**

Executive Officer Customer Service and Marketing Rita Haskin said Staff Coordinating Council (SCC) requests the Board set a public hearing for February 2, 2012 to address changes to the Codified Tariff which would include eliminating the 8-ride ticket, increasing the cost of one-way and Day Passes purchased through the ticket vending machines, extend the sales period of when a monthly pass can be loaded onto a Clipper card and increase the cost of the GO Pass. Details will be provided in January prior to three community meetings.

Public Comment

Pat Giorni, Burlingame, said this is premature and putting a tariff on the paper ticket is unfair because there are no fareboxes on Caltrain or gates. Caltrain passengers have to tag on and off on the platform with their Clipper cards because there are no machines in the stations.

A motion (Lloyd/Yeager) to call for a public hearing was approved unanimously.

**AUTHORIZE AWARD OF CONTRACT TO FIELD PAOLI ARCHITECTS TO PROVIDE CONCEPTUAL DESIGN AND COST FEASIBILITY FOR THE SAN BRUNO ARCHWAY FOR A FIXED PRICE OF \$190,000**

Director of Contracts and Procurement Cheryl Cavitt said SCC recommends the Board award a contract to Field Paoli Architects to provide a conceptual design and cost feasibility study services for the San Bruno archway contingent upon concurrence from the City of San Bruno and pursuant to a Memorandum of Understanding between the City of San Bruno and the JPB. Ms. Cavitt said, as of this morning, the City of San Bruno has not provided its concurrence yet. The city was involved in the development of the Statement of Work that was used in the solicitation and they did have a member present on the evaluation team.

A motion (Tissier/Kniss) to award a contract to Field Paoli Architects for conceptual design and cost feasibility for the San Bruno archway contingent of San Bruno's concurrence was approved unanimously by roll call.

**AUTHORIZE AWARD OF CONTRACT TO CENTRAL FENCE COMPANY FOR THE PROVISIONING OF FENCE ALONG THE CALTRAIN RIGHT OF WAY FOR A TOTAL ESTIMATED COST OF \$432,600**

Ms. Cavitt said SCC recommends the Board award a contract to the lowest responsive responsible bidder, Central Fence Company, for \$432,600.

Public Comment

Greg Conlon, Atherton, said fencing is one of the benefits that can be added to stop the suicide risks. He said there can never be too much fencing along the right away.

A motion (Lloyd/Kalra) to award a contract to Central Fence Company for the provisioning of fence along the Caltrain right of way was approved unanimously by roll call.

**AUTHORIZE AN AMENDMENT TO INCREASE THE CONTRACT AMOUNT WITH GARDA CL WEST, INC. BY \$456,096 AND EXTEND THE CONTRACT TERM TO A MONTH TO MONTH BASIS ENDING DECEMBER 31, 2012 FOR PROVIDING ARMORED CAR SERVICES**

Ms. Cavitt said SCC is requesting Board approval of an amendment to a contract with Garda CL West to extend for up to an additional one year services for collection, transportation, counting and deposit of cash receivers from the ticket vending machines.

A motion (Tissier/Kalra) to amend the contract with Garda CL West was approved unanimously by roll call.

**LEGISLATIVE UPDATE**

Government Affairs Manager Seamus Murphy reported:

State Update

First quarter payments from State Transit Assistance (STA) are a bit lower than expected. One of the reasons is the STA program is now subject to fluctuations in the sale of diesel fuel. Diesel fuels sales were a bit lower than expected in the first quarter. The California Transit Association noticed the payment did not reflect the increment in diesel fuel sales tax that was added as a result of the gas tax swap. There is about \$16 million statewide that was missing. The controller is working to address that now and will allocate, as part of the second quarter payment, and hopefully will still reach the statewide program goal of \$350 million.

Federal Update

The Senate has moved forward with mark-ups. The Senate committees are going to mark-up in December, but the House is going to delay any consideration of their authorization proposal until next year which is good news because the Senate bill maintains current funding levels and don't know what to expect out of the House version.

**QUARTERLY CAPITAL PROGRESS REPORT – 1<sup>ST</sup> QUARTER**

No discussion.

**CORRESPONDENCE**

No discussion.

**BOARD MEMBER REQUESTS**

None

**DATE/TIME/PLACE OF NEXT MEETING**

The next meeting will be Thursday, January 5, 2012, 10 a.m. at San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2<sup>nd</sup> Floor, 1250 San Carlos Avenue, San Carlos, CA 94070.

**GENERAL COUNSEL REPORT**

**Closed Session: Conference with Leal Counsel – Existing Litigation – Pursuant to Government Code Section 54956.9(a): Robert Lightfoot v. City and County of San Francisco, et. al.**

Legal Counsel David Miller said the Board will convene in closed session to discuss a matter of existing litigation as permitted by the Brown Act.

Adjourned to closed session at 11:16 a.m.

Reconvened to open session at 11:34 a.m.

Mr. Miller said the Board met in closed session to hear a report on a matter of pending litigation, Robert Lightfoot versus the JPB. A report was presented by legal counsel and appropriate instructions have been given to legal counsel. A report will be presented at a future meeting and there is no action to be taken at this time.

**ADJOURNED**

Adjourned at 11:36 a.m.

**PENINSULA CORRIDOR JOINT POWERS BOARD  
STAFF REPORT**

**TO:** Joint Powers Board

**THROUGH:** Michael J. Scanlon  
Executive Director

**FROM:** C.H. (Chuck) Harvey  
Deputy CEO

**SUBJECT: KEY CALTRAIN PERFORMANCE STATISTICS NOVEMBER 2011**

November 2011 Caltrain average weekday ridership (AWR) was 42,265, which is an increase of 3,229 or 8.3 percent over November 2010 AWR of 39,036. AWR has trended upward compared to the previous year for 16 consecutive months. The total number of passengers for the month of November 2011 was 1,100,515, which is an increase of 98,232 or 9.8 percent over the November 2010 total of 1,002,283.

In November 2011, on-time performance was 93.7 percent, as compared to 93.9 percent in November 2010. This is a decrease of 0.2 percent and is below the standard of 95 percent. If the definition of on-time is expanded to trains arriving within 10 minutes of the scheduled arrival time, on-time performance would be 96.5 percent. On November 11 there was a failure of the collision detection system on the Santa Inez Avenue bridge in San Mateo that caused 26 trains to be over five minutes late or cancelled. If these late trains are taken out of the calculation, 5-minute defined lateness on-time performance would be 94.8 percent and 10-minute defined lateness on-time performance would be 97.3 percent.

For November 2011, mechanical delays totaled 779 minutes and there were 11.1 complaints per 100,000 passengers.

Average weekday shuttle ridership was 7,300, which is an increase of 1,641 or 29.0 percent over November 2010 AWR of 5,659. This high growth is largely influenced by Stanford's Marguerite shuttle, which constitutes almost 50 percent of Caltrain shuttle ridership. Marguerite ridership counts are up over 50 percent and many of the employer shuttles are up over 20 percent. For the station shuttles, the Millbrae-Broadway shuttle averaged 149 daily riders. The Belmont-Hillsdale shuttle averaged 87 daily riders. The weekend Tamien-San Jose shuttle averaged 30 riders per day.

## **Caltrain Promotions – November 2011**

**Stanford Football** – A winning team equates to a win for Caltrain as Cardinal fans headed to Caltrain to get to The Farm. Caltrain promoted the service through its *Caltrain Connection* newsletter and *Track the Fun* brochure, as well as with radio spots on KNBR, web banner on sfgate.com, social media postings, prominent web button on Caltrain’s website and a dedicated service page. Two regular home games were played in November, with 4,087 customers using the Stanford Stadium station. Stanford also hosted the Big Game – their annual match with Cal Berkeley. Close to 2,100 fans rode Caltrain to the game. For the season, 12,716 fans rode Caltrain to the Stanford station. (Note: more fans used the California Avenue and Palo Alto stations but counts aren’t available.)

**Cal Bears Football** – Bear fans are a smart group who learned early on that taking Caltrain to see the team play at AT&T Park was the way to go. The service was promoted through *Caltrain Connection* newsletter, *Track the Fun* brochure, a radio campaign on KBAY, web banners on sfxaminer.com, social media postings, web button on the Caltrain home page and a dedicated service page. The team played two games at AT&T Park in November, carrying 5,112 customers. For the season, nearly 15,000 additional customers rode Caltrain for the games.

**San Jose Sharks** – Hockey fans continue to head to Caltrain to get to the HP Pavilion in San Jose for the Sharks games. Caltrain got the word out about train service through onboard adcards, pre-game radio spots on KFOX during Coach’s Corner, a web button and page on Caltrain’s site, link on the Sharks’ site and social media postings. Shark service information also was included in *Caltrain Connection* and *Track the Fun*. Caltrain carried 2,455 customers after the eight November games. Year-to-date ridership is up 47 percent compared to last year.

**Turkey Trot** – Before sitting down to a tasty turkey dinner followed by pumpkin pie, 21,000 people participated in the annual Turkey Trot run/walk in San Jose. Caltrain operated a special limited stop train from San Francisco to San Jose for the Thanksgiving Day event. The race was promoted in *Caltrain Connection*, *Track the Fun*, via a news release, on the website with a special button and via the Caltrain Facebook page. The Silicon Valley Leadership Group, which put on the event, also promoted the service. The special train carried 178 participants.

**Partnerships** – Caltrain partnered with the Harvest Festival to offer a discount to customers who clipped the coupon that was included in *Caltrain Connection*. The festival, which was held in San Jose and San Mateo, also was mentioned in the fall edition of *Track the Fun*. In exchange, the festival promoted Caltrain service and offered the discount.

Prepared by: Rita P. Haskin, Executive Officer, Customer Service and Marketing 650.508.6248  
Ted Yurek, Senior Planner, Operations Planning 650.508.6471

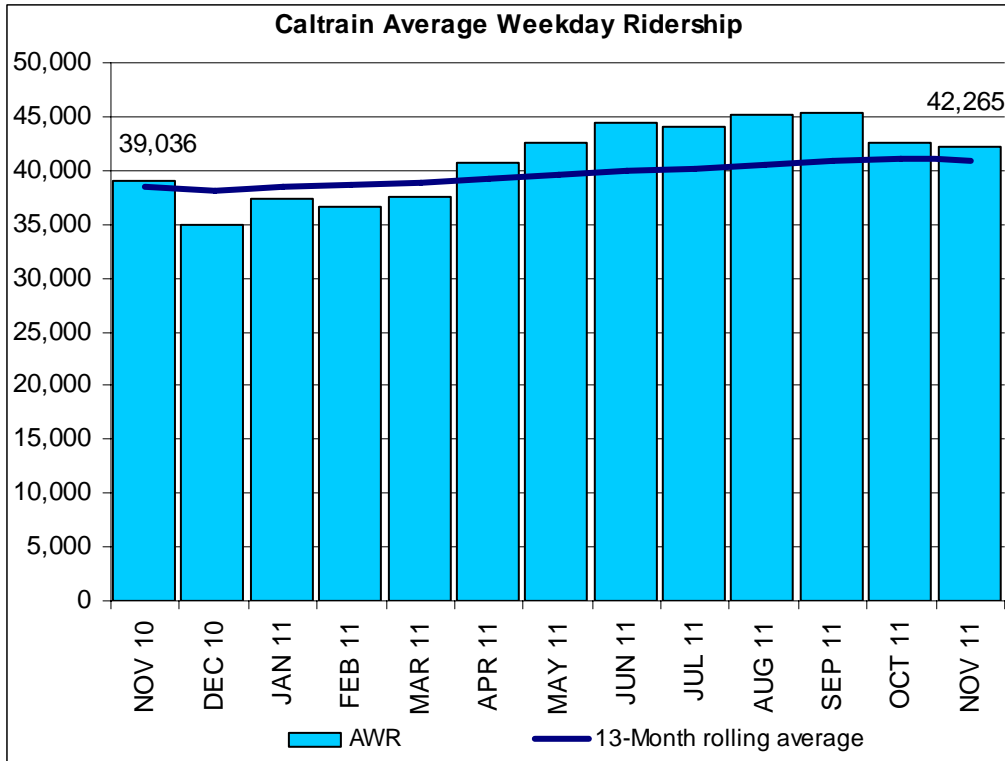
**Table A**

<b>November 2011</b>			
	<b>FY2011</b>	<b>FY2012</b>	<b>%Change</b>
Total Ridership	1,002,283	1,100,515	9.8%
Average Weekday Ridership	39,036	42,265	8.3%
Total Revenue	\$3,723,097	\$4,605,686	23.7%
On-time Performance	93.9%	93.7%	-0.2%*
Average Caltrain Shuttle Ridership	5,659	7,300	29.0%

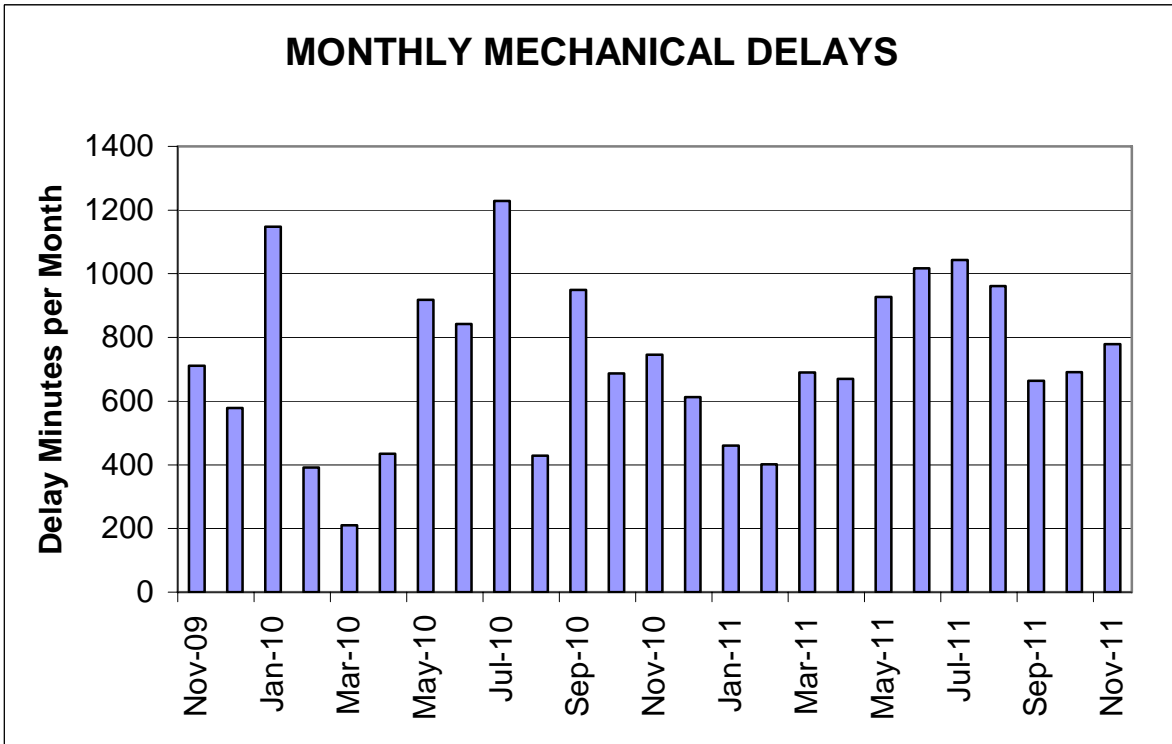
<b>Year to Date</b>			
	<b>FY2011</b>	<b>FY2012</b>	<b>%Change</b>
Total Ridership	5,389,703	5,861,493	8.8%
Average Weekday Ridership	40,884	43,917	7.4%
Total Revenue	\$19,957,189	\$24,720,506	23.9%
On-time Performance	93.4%	93.3%	-0.1%*
Average Caltrain Shuttle Ridership	5,453	7,027	28.9%

\* numeric difference of the percentages

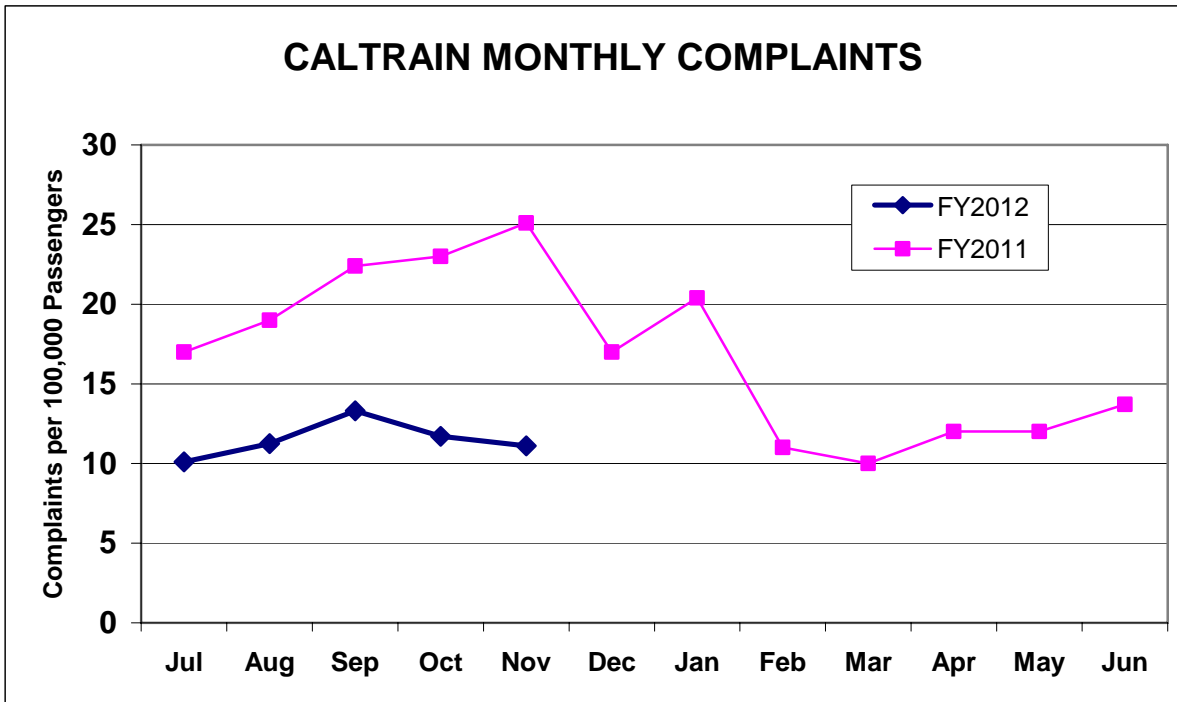
**Graph A**



Graph B



Graph C



PENINSULA CORRIDOR JOINT POWERS BOARD  
STAFF REPORT

TO: Joint Powers Board

THROUGH: Michael J. Scanlon  
Executive Director

FROM: Gigi Harrington  
Deputy CEO

SUBJECT: **STATEMENT OF REVENUE AND EXPENSE FOR THE PERIOD  
ENDING NOVEMBER 30, 2011 AND SUPPLEMENTAL INFORMATION**

**ACTION**

Staff proposes that the Board of Directors accept and enter into the record the Statement of Revenue and Expense for the month of November 2011 and supplemental information.

**SIGNIFICANCE**

**Revenue:** For November of Fiscal Year 2012, *Total Operating Revenue* (line 7) is \$3,668,138 or 14.7 percent **better** than budget. Within total operating revenue, *Farebox Revenue* (line 1), *Parking Revenue* (line 2) and *Other Income* (line 5) which together are \$3,659,106 or 15.4 percent **better** than budget. Compared to the prior year, *Total Operating Revenue* (line 7) is \$5,395,875 or 23.3 percent **higher** driven by *Farebox Revenue* (line 1), *Parking Revenue* (line 2) and *Other Income* (line 5) which together are \$5,393,767 or 24.5 percent **higher**.

**Expense:** *Grand Total Expense* (line 46) is \$1,592,252 or 3.7 percent **better** than budget. *Total Operating Expense* (line 33) is \$1,066,099 or 2.8 percent **better** than budget. Within total operating expense, *Contract Operating & Maintenance* (line 23) and *Services* (line 31) together are \$727,378 or 2.8 percent **better** than budget. *Total Administrative Expense* (line 42) is \$526,153 or 10.7 percent **better** than budget.

Compared to prior year, *Grand Total Expense* (line 46) are \$2,843,524 or 7.4 percent **higher**. The increase in expense is mainly due to *Contract Operating & Maintenance* (line 23), *Fuel* (line 26) and *Administrative Expense* (line 42) which together are \$3,460,314 or 10.7 percent **higher** and is offset by *Insurance* (line 28) which is \$1,070,201 or 35.4 percent **lower** than budget.

**Budget Revisions:** There are no budget revisions for the month of November 2011.

Prepared by: Sheila Tioyao, Manager, General Ledger  
Jeannie Chen, Senior Accountant

650.508.7752  
650.508.6259

# PENINSULA CORRIDOR JOINT POWERS BOARD

## STATEMENT OF REVENUE AND EXPENSE

Fiscal Year 2012

November 2011

% OF YEAR ELAPSED **41.7%**

	MONTH		YEAR TO DATE			ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
(AS PROJECTED)								
<b>REVENUE</b>								
OPERATIONS:								
1 Farebox Revenue	4,605,686	19,957,189	24,719,856	21,345,467	115.8%	50,644,719	50,644,719	48.8%
2 Parking Revenue	255,478	1,002,945	1,342,265	1,156,915	116.0%	2,776,600	2,776,600	48.3%
3 Shuttles	85,911	481,002	471,696	478,560	98.6%	1,148,579	1,148,579	41.1%
4 Rental Income	150,806	728,333	739,746	723,850	102.2%	1,737,240	1,737,240	42.6%
5 Other Income	116,222	1,011,172	1,302,952	1,203,585	108.3%	2,913,060	2,913,060	44.7%
6								
7 <b>TOTAL OPERATING REVENUE</b>	<b>5,214,103</b>	<b>23,180,640</b>	<b>28,576,515</b>	<b>24,908,377</b>	<b>114.7%</b>	<b>59,220,198</b>	<b>59,220,198</b>	<b>48.3%</b>
8								
CONTRIBUTIONS:								
10 AB434 Peninsula Feeder Shuttle	76,201	416,667	409,535	409,533	100.0%	1,000,000	1,000,000	41.0%
11 Operating Grants	2,244,014	1,220,802	2,244,014	2,446,099	91.7%	9,222,450	9,222,450	24.3%
12 JPB Member Agencies	2,111,438	14,620,889	10,557,187	10,557,185	100.0%	25,337,256	25,337,256	41.7%
13 Other Sources	(886,907)	-	-	4,451,292	0.0%	9,000,000	9,000,000	0.0%
14								
15 <b>TOTAL CONTRIBUTED REVENUE</b>	<b>3,544,747</b>	<b>16,258,357</b>	<b>13,210,736</b>	<b>17,864,109</b>	<b>74.0%</b>	<b>44,559,706</b>	<b>44,559,706</b>	<b>29.6%</b>
16								
17 <b>GRAND TOTAL REVENUE</b>	<b>8,758,849</b>	<b>39,438,998</b>	<b>41,787,251</b>	<b>42,772,486</b>	<b>97.7%</b>	<b>103,779,904</b>	<b>103,779,904</b>	<b>40.3%</b>
18								
<b>EXPENSE</b>								
OPERATING EXPENSE:								
23 Contract Operating and Maintenance	5,066,969	23,461,307	24,637,433	25,265,499	97.5%	62,851,773	62,391,773	39.5%
24 Operator Contract Transition Costs	70,702	-	300,054	317,727	94.4%	3,200,000	3,200,000	9.4%
25 Shuttles (incl Peninsula Pass)	237,655	1,228,431	1,256,684	1,262,423	99.5%	2,984,550	2,984,550	42.1%
26 Fuel	1,215,331	5,012,504	6,808,677	6,865,092	99.2%	14,660,380	14,660,380	46.4%
27 Timetables and Tickets	-	41,167	25,937	54,250	47.8%	161,000	161,000	16.1%
28 Insurance	387,665	3,019,144	1,948,943	2,029,150	96.0%	4,870,000	4,870,000	40.0%
29 Facilities and Equipment Maint	89,642	300,023	398,917	467,964	85.2%	1,037,260	1,497,260	26.6%
30 Utilities	134,879	567,301	584,090	665,417	87.8%	1,596,835	1,596,835	36.6%
31 Services	113,203	366,645	391,295	490,607	79.8%	1,171,760	1,171,760	33.4%
32								
33 <b>TOTAL OPERATING EXPENSE</b>	<b>7,316,045</b>	<b>33,996,522</b>	<b>36,352,030</b>	<b>37,418,129</b>	<b>97.2%</b>	<b>92,533,558</b>	<b>92,533,558</b>	<b>39.3%</b>
34								
ADMINISTRATIVE EXPENSE								
36 Wages and Benefits	414,993	2,478,377	2,271,101	2,748,009	82.6%	6,340,690	6,336,359	35.8%
37 Board of Directors	909	4,332	3,502	4,500	77.8%	10,800	10,800	32.4%
38 Professional Services	219,356	796,020	1,282,187	1,311,932	97.7%	2,143,542	2,143,542	59.8%
39 Communications and Marketing	1,816	28,991	28,209	57,827	48.8%	171,000	171,000	16.5%
40 Office Expense and Other	106,748	572,938	783,674	772,558	101.4%	1,477,439	1,481,770	52.9%
41								
42 <b>TOTAL ADMINISTRATIVE EXPENSES</b>	<b>743,822</b>	<b>3,880,658</b>	<b>4,368,673</b>	<b>4,894,826</b>	<b>89.3%</b>	<b>10,143,471</b>	<b>10,143,471</b>	<b>43.1%</b>
43								
44 Long Term Debt Expense	91,906	459,531	459,531	459,532	100.0%	1,102,875	1,102,875	41.7%
45								
46 <b>GRAND TOTAL EXPENSE</b>	<b>8,151,773</b>	<b>38,336,711</b>	<b>41,180,235</b>	<b>42,772,486</b>	<b>96.3%</b>	<b>103,779,904</b>	<b>103,779,904</b>	<b>39.7%</b>

"% OF YEAR ELAPSED" provides a general measure for evaluating overall progress against the annual budget. When comparing it to the amounts shown in the "% REV BUDGET" column, please note that individual line items reflect variations due to seasonal activities during the year.



BOARD OF DIRECTORS 2011  
 SEAN ELSBERND, CHAIR  
 ADRIENNE TISSIER, VICE CHAIR  
 JOSÉ CISNEROS  
 JERRY DEAL  
 ASH KALRA  
 LIZ KNISS  
 ARTHUR L. LLOYD  
 TOM NOLAN  
 KEN YEAGER  
  
 MICHAEL J. SCANLON  
 EXECUTIVE DIRECTOR

**PENINSULA CORRIDOR JOINT POWERS BOARD**

**INVESTMENT PORTFOLIO**

**AS OF NOVEMBER 30, 2011**

TYPE OF SECURITY	MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET RATE
-----	-----	-----	-----	-----
Local Agency Investment Fund (Restricted)	Liquid Cash	0.401%	\$ 2,000,000	\$ 2,000,000
Local Agency Investment Fund (Unrestricted)	Liquid Cash	0.401%	31,453,632	31,453,632
Investment Portfolio (Unrestricted)	Liquid Cash	2.966%	2,032,906	2,035,936
Other (Unrestricted)	Liquid Cash	0.010%	3,214,151	3,214,151
-----	-----	-----	-----	-----
			\$ 38,700,689	\$ 38,703,719
Accrued Earnings for November 2011	\$15,505.21			
Cumulative Earnings FY2012	\$85,501.23			

\*\* The Portfolio and this Investment Report comply with the Investment Policy and the provisions of SB 564 (1995).  
 The Joint Powers Board has the ability to meet its expenditure requirements for the next six months.

**PENINSULA CORRIDOR JOINT POWERS BOARD  
STAFF REPORT**

**TO:** Joint Powers Board

**THROUGH:** Michael J. Scanlon  
Executive Director

**FROM:** Gigi Harrington  
Deputy CEO

**SUBJECT: AUTHORIZE AMENDMENT OF FISCAL YEAR 2012 OPERATING BUDGET**

**ACTION**

Staff Coordinating Council (SCC) recommends the Board adopt a resolution authorizing the amendment of the Fiscal Year (FY) 2012 Operating Budget to increase Total Revenues by \$3,635,548 and Total Expenses by \$2,574,385, as presented in Attachment A. This would increase the FY2012 Operating Budget to \$106,354,289, which includes the following:

**REVENUES:**

- Farebox revenue: Increase of \$3,375,038 due to fare revenues coming in higher than originally estimated over the first five months of the fiscal year.
- Parking revenue: Increase of \$211,254 due to parking revenues coming in higher than originally estimated over the first five months of the fiscal year.
- Operating Grants: Increase of \$49,256 to bring in Transit Security Grant funding remaining from Fiscal Year 2011.

**EXPENSES:**

- Security Services: Increase of \$117,298 due primarily to increases in the transit police contract starting in January 2012.
- Operator Contract Transition Costs: Increase of \$1,500,000 due to additional staffing resources and time required for transition to the new rail operator.
- Fuel: Increase of \$500,000 due to additional fuel consumption resulting from increased fuel consumption per mile due to the aging of engines, and the additional add-on charge by Pinnacle Petroleum effective January 2012.
- Professional Services: Increase of \$49,256 for consultant expenditures associated with the Transit Security Grant.

- Other Expenses and Services: Increase of \$407,831 for JPB's share of the PeopleSoft Upgrade, Business Optimization Project.

### **SIGNIFICANCE**

#### **Farebox Revenue: Increase of \$3.4 million from \$50.6 million to \$54.0 million.**

This increase is due to fare revenues coming in higher than originally estimated over the first five months of the fiscal year. The higher receipts are due primarily to higher ridership figures.

#### **Parking Revenue: Increase of \$211,254 from \$2.8 million to \$3.0 million.**

This increase is due to parking revenues coming in higher than originally estimated over the first five months of the fiscal year. The higher receipts are due primarily to higher parking usage.

#### **Operating Grants: Increase of \$49,256 from \$9.2 million to \$9.3 million.**

The Department of Homeland Security has previously awarded a multi-year Transit Security training grant to Caltrain. The remaining balance carried over from FY2011, which is to be spent in FY2012, is \$49,256.

#### **Security Services: Increase of \$117,298 from \$4.1 million to \$4.2 million.**

The cost increases are primarily due to a new Transit Police and Dispatch Contract with San Mateo County Sheriff's Office starting in January 2012. There are some additional cost adjustments associated with security guards at CEMOF and maintenance costs for cameras at CEMOF and the Diridon Station. The total cost increase is \$117,298.

#### **Rail Contract Transition Costs: Increase of \$1,500,000 from \$3.2 million to \$4.7 million.**

Due to the need for more staff resources and time to transition to the new rail operator, there is an additional need of \$1.5 million to cover such costs.

#### **Fuel: Increase of \$500,000 from \$14.7 million to \$15.2 million.**

The current fuel budget of \$14.7 million estimates consumption of 4.2 million gallons. The average actual fuel consumption by October 2011 is 0.15 gallons/mile or 5% more than what was originally budgeted. Pinnacle Petroleum will also increase the add-on fee by \$0.02 effective Jan 1, 2012. As a result, the fuel budget needs to be increased by \$500,000 to cover these variances.

#### **Professional Services: Increase of \$49,256 from \$2.1 million to \$2.2 million.**

The consulting services are related to the expenses associated with the Transit Security grants discussed above.

#### **Other Expenses and Services: Increase of \$407,831 from \$1.5 million to \$1.9 million.**

This increase will be used to cover the JPB operating cost share of PeopleSoft implementation costs in FY2012.

**BUDGET IMPACT**

The above changes would increase the authorized FY12 Operating Budget from \$103,779,904 to \$106,354,289, or an increase of \$2,574,385. No additional JPB member contributions will be required for FY2012.

**BACKGROUND**

The JPB approved the FY2012 Operating Budget on June 2, 2011 under Resolution 2011-21. The Board authorized a total budget in the amount of \$103,779,904. The JPB annually adopts an Operating Budget which outlines the expected funding sources and uses that represent the JPB's year-long commitment to transportation projects and services.

Prepared By: Christina Tang, Senior Budget Analyst

650.508.6376

PENINSULA CORRIDOR JOINT POWERS BOARD  
STATEMENT OF REVENUE AND EXPENSE  
BUDGET  
FY2012

	FY2010 <u>ACTUAL</u> A	FY2011 <u>REVISED</u> B	FY2012 <u>ADOPTED</u> C	FY2012 <u>REVISED</u> D	INC(DEC) FY12 ADOPTED to FY12 REVISED E = D-C	% INC(DEC) FY12 ADOPTED to FY12 REVISED F = E/C		
<b>REVENUE</b>								
<b>OPERATIONS:</b>								
1	Farebox Revenue	42,732,343	44,594,719	50,644,719	54,019,757	3,375,038	6.7%	1
2	Parking Revenue	2,407,234	2,271,159	2,776,600	2,987,854	211,254	7.6%	2
3	Shuttles	1,044,510	1,505,578	1,148,579	1,148,579	0	0.0%	3
4	Rental Income	1,729,433	1,696,200	1,737,240	1,737,240	0	0.0%	4
5	Other Income	2,848,784	2,435,440	2,913,060	2,913,060	0	0.0%	5
6	<b>TOTAL OPERATING REVENUE</b>	<b>50,762,303</b>	<b>52,503,096</b>	<b>59,220,198</b>	<b>62,806,490</b>	<b>3,586,292</b>	<b>6.1%</b>	<b>6</b>
7								7
<b>CONTRIBUTIONS:</b>								
9	AB434 Peninsula Feeder Shuttle	1,000,000	1,000,000	1,000,000	1,000,000	0	0.0%	9
10	Operating Grants	1,139,617	6,428,714	9,222,450	9,271,706	49,256	0.5%	10
11	JPB Member Agencies	39,416,585	35,090,130	25,337,256	25,337,256	0	0.0%	11
12	Other Sources		7,190,000	9,000,000	9,000,000	0	0.0%	12
13	<b>TOTAL CONTRIBUTED REVENUE</b>	<b>41,556,202</b>	<b>49,708,844</b>	<b>44,559,706</b>	<b>44,608,962</b>	<b>49,256</b>	<b>0.1%</b>	<b>13</b>
14								14
15	<b>GRAND TOTAL REVENUE</b>	<b>92,318,505</b>	<b>102,211,940</b>	<b>103,779,904</b>	<b>107,415,452</b>	<b>3,635,548</b>	<b>3.5%</b>	<b>15</b>
16								16
<b>EXPENSE</b>								
<b>OPERATING EXPENSE:</b>								
20	Rail Operator Service	54,218,789	57,791,339	58,661,660	58,661,660	0	0.0%	20
21	Security Services	3,589,865	3,473,676	4,060,113	4,177,411	117,298	2.9%	21
22	Rail Operator Extra Work	85,726	150,000	130,000	130,000	0	0.0%	22
23	Contract Operating & Maintenance	57,894,380	61,415,015	62,851,773	62,969,071	117,298	0.2%	23
24	Operator Contract Transition Costs	0	2,000,000	3,200,000	4,700,000	1,500,000	46.9%	24
25	Shuttle Service	2,852,141	3,345,631	2,984,550	2,984,550	0	0.0%	25
26	Fuel	10,307,029	13,963,956	14,660,380	15,160,380	500,000	3.4%	26
27	Timetables and Tickets	173,346	190,500	161,000	161,000	0	0.0%	27
28	Insurance	5,035,000	5,860,000	4,870,000	4,870,000	0	0.0%	28
29	Facilities and Equipment Maint	1,150,064	1,213,000	1,037,260	1,037,260	0	0.0%	29
30	Utilities	1,177,521	1,642,800	1,596,835	1,596,835	0	0.0%	30
31	Services	1,084,316	1,126,610	1,171,760	1,171,760	0	0.0%	31
32	<b>TOTAL OPERATING EXPENSE</b>	<b>79,673,797</b>	<b>90,757,512</b>	<b>92,533,558</b>	<b>94,650,856</b>	<b>2,117,298</b>	<b>2.3%</b>	<b>32</b>
33								33
<b>ADMINISTRATIVE EXPENSE</b>								
35	Wages & Benefits	5,926,855	6,521,825	6,340,690	6,340,690	0	0.0%	35
36	Board of Directors	12,148	12,300	10,800	10,800	0	0.0%	36
37	Professional Services	1,612,035	2,224,049	2,143,542	2,192,798	49,256	2.3%	37
38	Communications and Marketing	157,568	227,840	171,000	171,000	0	0.0%	38
39	Other Expenses and Services	1,231,243	1,365,539	1,477,439	1,885,270	407,831	27.6%	39
40	<b>TOTAL ADMINISTRATIVE EXPENSE</b>	<b>8,939,849</b>	<b>10,351,553</b>	<b>10,143,471</b>	<b>10,600,558</b>	<b>457,087</b>	<b>4.5%</b>	<b>40</b>
41								41
42	Long-term Debt Expense	1,102,875	1,102,875	1,102,875	1,102,875	0	0.0%	42
43	Service Adjustment/Fare and Revenue Changes							43
44								44
45	<b>GRAND TOTAL EXPENSE</b>	<b>89,716,521</b>	<b>102,211,940</b>	<b>103,779,904</b>	<b>106,354,289</b>	<b>2,574,385</b>	<b>2.5%</b>	<b>45</b>
46								46
47	<b>REVENUE OVER/UNDER</b>	<b>2,601,984</b>	<b>0</b>	<b>0</b>	<b>1,061,163</b>	<b>1,061,163</b>		<b>47</b>

**RESOLUTION NO. 2012-**

**BOARD OF DIRECTORS, PENINSULA CORRIDOR JOINT POWERS BOARD  
STATE OF CALIFORNIA**

\* \* \*

**AUTHORIZATION TO AMEND THE FISCAL YEAR 2012 OPERATING BUDGET TO  
THE TOTAL OF \$106,354,289**

**WHEREAS**, the Joint Powers Agreement requires approval of an operating budget each year; and

**WHEREAS**, pursuant to Resolution No. 2011-21, enacted on June 2, 2011, the Board adopted the Fiscal Year 2012 Operating Budget in the amount of \$103,779,904 reflecting the then-projected revenues and expenses; and

**WHEREAS**, since the adoption of the Fiscal Year 2012 Operating Budget, staff has learned that additional revenue totaling \$3,635,548 has become available, including an increase of \$3,375,038 in farebox revenue; \$211,254 in parking revenue; and \$49,256 in operating grants; and

**WHEREAS**, since the adoption of the Fiscal Year 2012 Operating Budget, total expenses have increased an additional \$2,574,385, including an increase of \$117,298 in Security Services; \$1,500,000 in Operator Contract Transition Costs; \$500,000 in fuel costs due to additional fuel consumption; \$49,256 in Professional Services; and \$407,831 for expenses related to JPB's share of the PeopleSoft Upgrade; and

**WHEREAS**, the Executive Director recommends that the Board approve an amendment to the Fiscal Year 2012 Operating Budget to implement the following changes: increase total revenues by \$3,635,548 and total expenses by \$2,574,385, for a total amended Operating Budget

of \$106,354,289 to incorporate significant changes to the JPB's budget that have taken place during the fiscal year.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby approves an amendment to the Fiscal Year 2012 Operating Budget to implement the following changes: increase total revenues by \$3,635,548 and total expenses by \$2,574,385, for a total amended Operating Budget of \$106,354,289.

Regularly passed and adopted this 5<sup>th</sup> day of January, 2012 by the following vote:

AYES:

NOES:

ABSENT:

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Chair, Peninsula Corridor Joint Powers Board

ATTEST:

---

JPB Secretary

**PENINSULA CORRIDOR JOINT POWERS BOARD  
STAFF REPORT**

**TO:** Joint Powers Board

**THROUGH:** Michael J. Scanlon  
Executive Director

**FROM:** Mark Simon  
Executive Officer, Public Affairs

**SUBJECT: STATE AND FEDERAL LEGISLATIVE UPDATE**

**ACTION**

This report is for information only. No Board action is required

**SIGNIFICANCE**

Staff will provide regular updates to the Board in accordance with the approved Legislative Program.

**STATE ISSUES**

Nothing to report

**FEDERAL ISSUES**

Appropriations

Funding for most transportation programs had previously been approved by Congress and signed into law by President Obama, but funding for many other federal programs, including transit and rail security grants, was approved as part of an omnibus package on December 17, just hours after the expiration of the Continuing Resolution that has maintained funding for the last several weeks.

Funding for the Transit Security Grant Program will be determined by the Administration and will be included as a part of a larger package of discretionary grant programs serving local governments.

Tax Extenders

Congress continues to work to pass end of the year tax legislation that will extend tax benefits including the payroll tax credit. Staff has been working with regional and national stakeholder groups to include an extension of pre-tax transit commuter benefits levels that are equal to parking tax benefits. The House and Senate have not agreed on a final extenders package, but both chambers have approved bills and neither version includes the transit commuter benefit.