January 5, 2012 – Thursday

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

5. Public Comment
   Public comment by each individual speaker shall be limited to two minutes

6. Consent Calendar
   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
   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

11. Authorize Increasing and Amending the Fiscal Year 2012 Operating Budget by $2,574,385 from $103,779,904 to $106,354,289

12. Legislative Update

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, 2nd 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

      Property and Negotiating Parties: Owner Address/Location APN:
      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


   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.

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; 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.
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 then 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 – 1ST 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, 2nd 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.
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 sfexaminer.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

#### November 2011

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<th>FY2012</th>
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<td>Average Weekday Ridership</td>
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<td>Total Revenue</td>
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<td>On-time Performance</td>
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<td>93.7%</td>
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<tr>
<td>Average Caltrain Shuttle Ridership</td>
<td>5,659</td>
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#### Year to Date

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<td>On-time Performance</td>
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<td>93.3%</td>
<td>-0.1%*</td>
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<td>Average Caltrain Shuttle Ridership</td>
<td>5,453</td>
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* numeric difference of the percentages

### Graph A

**Caltrain Average Weekday Ridership**

- **AWR**: The actual ridership data is represented by the blue bars. The data shows a steady increase from November 2010 to November 2011, with the highest value reaching approximately 42,265 riders.
- **13-Month rolling average**: The purple line represents the 13-month moving average of the ridership, indicating a slightly different trend compared to the actual ridership data. The line shows a consistent increase, aligning with the overall trend of the actual ridership data.
AGENDA ITEM # 10
JANUARY 5, 2012

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 650.508.7752
            Jeannie Chen, Senior Accountant 650.508.6259
STATEMENT OF REVENUE AND EXPENSE
Fiscal Year 2012
November 2011

<table>
<thead>
<tr>
<th>MONTH</th>
<th>YEAR TO DATE</th>
<th>% OF YEAR ELAPSED</th>
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</thead>
<tbody>
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<td>CURRENT ACTUAL</td>
<td>PRIOR ACTUAL</td>
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**REVENUE OPERATIONS:**

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<tr>
<th>Item</th>
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<th>Prior</th>
<th>Current</th>
<th>Revised</th>
<th>% Rev</th>
<th>Approved</th>
<th>Revised</th>
<th>% Rev</th>
</tr>
</thead>
<tbody>
<tr>
<td>Farebox Revenue</td>
<td>4,605,686</td>
<td>19,957,189</td>
<td>24,719,856</td>
<td>21,345,467</td>
<td>115.8%</td>
<td>50,644,719</td>
<td>50,644,719</td>
<td>48.8%</td>
</tr>
<tr>
<td>Parking Revenue</td>
<td>255,478</td>
<td>1,002,945</td>
<td>1,342,265</td>
<td>1,156,915</td>
<td>116.0%</td>
<td>2,776,600</td>
<td>2,776,600</td>
<td>48.3%</td>
</tr>
<tr>
<td>Shuttle</td>
<td>85,911</td>
<td>481,002</td>
<td>471,696</td>
<td>478,560</td>
<td>98.6%</td>
<td>1,148,579</td>
<td>1,148,579</td>
<td>41.1%</td>
</tr>
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<td>Rental Income</td>
<td>150,806</td>
<td>728,333</td>
<td>739,746</td>
<td>723,850</td>
<td>102.2%</td>
<td>1,737,240</td>
<td>1,737,240</td>
<td>42.6%</td>
</tr>
<tr>
<td>Other Income</td>
<td>116,222</td>
<td>1,011,172</td>
<td>1,302,952</td>
<td>1,203,585</td>
<td>108.3%</td>
<td>2,913,060</td>
<td>2,913,060</td>
<td>44.7%</td>
</tr>
<tr>
<td><strong>TOTAL OPERATING REVENUE</strong></td>
<td>5,214,103</td>
<td>23,180,640</td>
<td>28,576,515</td>
<td>24,908,377</td>
<td>114.7%</td>
<td>59,220,198</td>
<td>59,220,198</td>
<td>48.3%</td>
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**CONTRIBUTIONS:**

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<th>Prior</th>
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<th>% Rev</th>
<th>Approved</th>
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<th>% Rev</th>
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</thead>
<tbody>
<tr>
<td>AB434 Peninsula Feeder Shuttle</td>
<td>76,201</td>
<td>416,667</td>
<td>409,533</td>
<td>409,533</td>
<td>100.0%</td>
<td>1,000,000</td>
<td>1,000,000</td>
<td>41.0%</td>
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<td>Operating Grants</td>
<td>2,244,014</td>
<td>1,220,802</td>
<td>2,244,014</td>
<td>2,446,099</td>
<td>91.7%</td>
<td>9,222,450</td>
<td>9,222,450</td>
<td>23.4%</td>
</tr>
<tr>
<td>JPB Member Agencies</td>
<td>2,111,438</td>
<td>14,620,889</td>
<td>10,557,187</td>
<td>10,557,185</td>
<td>100.0%</td>
<td>25,337,256</td>
<td>25,337,256</td>
<td>41.7%</td>
</tr>
<tr>
<td>Other Sources</td>
<td>(886,907)</td>
<td>-</td>
<td>-</td>
<td>4,451,292</td>
<td>0.0%</td>
<td>9,000,000</td>
<td>9,000,000</td>
<td>0.0%</td>
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<tr>
<td><strong>TOTAL CONTRIBUTED REVENUE</strong></td>
<td>3,544,747</td>
<td>16,258,357</td>
<td>13,210,736</td>
<td>17,864,109</td>
<td>74.0%</td>
<td>44,559,706</td>
<td>44,559,706</td>
<td>29.6%</td>
</tr>
<tr>
<td><strong>GRAND TOTAL REVENUE</strong></td>
<td>8,758,849</td>
<td>39,438,998</td>
<td>41,780,251</td>
<td>42,772,486</td>
<td>97.7%</td>
<td>103,779,904</td>
<td>103,779,904</td>
<td>40.3%</td>
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**EXPENSE:**

<table>
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<tr>
<th>Item</th>
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<th>Prior</th>
<th>Current</th>
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<th>% Rev</th>
<th>Approved</th>
<th>Revised</th>
<th>% Rev</th>
</tr>
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<tbody>
<tr>
<td>Contract Operating and Maintenance</td>
<td>5,066,969</td>
<td>23,461,307</td>
<td>24,637,433</td>
<td>25,265,499</td>
<td>97.5%</td>
<td>62,851,773</td>
<td>62,391,773</td>
<td>39.5%</td>
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<tr>
<td>Operator Contract Transition Costs</td>
<td>70,702</td>
<td>-</td>
<td>300,054</td>
<td>317,727</td>
<td>94.4%</td>
<td>3,200,000</td>
<td>3,200,000</td>
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<tr>
<td>Shuttle (incl Peninsula Pass)</td>
<td>237,655</td>
<td>1,228,431</td>
<td>1,256,864</td>
<td>1,262,423</td>
<td>99.5%</td>
<td>2,984,550</td>
<td>2,984,550</td>
<td>42.1%</td>
</tr>
<tr>
<td>Fuel</td>
<td>1,215,331</td>
<td>5,012,504</td>
<td>6,808,677</td>
<td>6,865,092</td>
<td>99.2%</td>
<td>14,660,380</td>
<td>14,660,380</td>
<td>46.4%</td>
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<tr>
<td>Timetables and Tickets</td>
<td>-</td>
<td>41,167</td>
<td>25,937</td>
<td>54,250</td>
<td>47.8%</td>
<td>161,000</td>
<td>161,000</td>
<td>16.1%</td>
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<tr>
<td>Insurance</td>
<td>387,665</td>
<td>3,019,144</td>
<td>1,948,943</td>
<td>2,029,150</td>
<td>96.0%</td>
<td>4,870,000</td>
<td>4,870,000</td>
<td>40.0%</td>
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<tr>
<td>Facilities and Equipment Maint</td>
<td>89,642</td>
<td>300,023</td>
<td>398,917</td>
<td>467,964</td>
<td>85.2%</td>
<td>1,497,260</td>
<td>1,497,260</td>
<td>26.6%</td>
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<tr>
<td>Utilities</td>
<td>134,879</td>
<td>567,301</td>
<td>584,090</td>
<td>665,417</td>
<td>87.8%</td>
<td>1,596,835</td>
<td>1,596,835</td>
<td>36.6%</td>
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<tr>
<td>Services</td>
<td>113,203</td>
<td>366,645</td>
<td>391,295</td>
<td>490,607</td>
<td>79.8%</td>
<td>1,171,760</td>
<td>1,171,760</td>
<td>33.4%</td>
</tr>
<tr>
<td><strong>TOTAL OPERATING EXPENSE</strong></td>
<td>7,316,045</td>
<td>33,996,522</td>
<td>36,352,030</td>
<td>37,418,129</td>
<td>97.2%</td>
<td>92,533,558</td>
<td>92,533,558</td>
<td>39.3%</td>
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**ADMINISTRATIVE EXPENSE:**

<table>
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<tr>
<th>Item</th>
<th>Current</th>
<th>Prior</th>
<th>Current</th>
<th>Revised</th>
<th>% Rev</th>
<th>Approved</th>
<th>Revised</th>
<th>% Rev</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wages and Benefits</td>
<td>414,993</td>
<td>2,478,377</td>
<td>2,271,101</td>
<td>2,748,099</td>
<td>82.6%</td>
<td>6,340,690</td>
<td>6,336,259</td>
<td>35.8%</td>
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<tr>
<td>Board of Directors</td>
<td>909</td>
<td>4,332</td>
<td>3,502</td>
<td>4,500</td>
<td>77.8%</td>
<td>10,800</td>
<td>10,800</td>
<td>32.4%</td>
</tr>
<tr>
<td>Professional Services</td>
<td>219,356</td>
<td>796,020</td>
<td>1,282,187</td>
<td>1,311,932</td>
<td>97.7%</td>
<td>2,143,542</td>
<td>2,143,542</td>
<td>59.8%</td>
</tr>
<tr>
<td>Communications and Marketing</td>
<td>1,816</td>
<td>28,991</td>
<td>28,209</td>
<td>57,827</td>
<td>48.8%</td>
<td>171,000</td>
<td>171,000</td>
<td>16.5%</td>
</tr>
<tr>
<td>Office Expense and Other</td>
<td>106,748</td>
<td>572,938</td>
<td>783,674</td>
<td>772,558</td>
<td>101.4%</td>
<td>1,481,770</td>
<td>1,481,770</td>
<td>52.9%</td>
</tr>
<tr>
<td><strong>TOTAL ADMINISTRATIVE EXPENSE</strong></td>
<td>743,822</td>
<td>3,880,658</td>
<td>4,366,673</td>
<td>4,894,826</td>
<td>89.3%</td>
<td>10,143,471</td>
<td>10,143,471</td>
<td>43.1%</td>
</tr>
<tr>
<td>Long Term Debt Expense</td>
<td>91,906</td>
<td>459,531</td>
<td>459,531</td>
<td>459,531</td>
<td>100.0%</td>
<td>1,102,875</td>
<td>1,102,875</td>
<td>41.7%</td>
</tr>
<tr>
<td><strong>GRAND TOTAL EXPENSE</strong></td>
<td>8,151,773</td>
<td>38,336,711</td>
<td>41,180,235</td>
<td>42,772,486</td>
<td>96.3%</td>
<td>103,779,904</td>
<td>103,779,904</td>
<td>39.7%</td>
</tr>
</tbody>
</table>

"% 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.
### PENINSULA CORRIDOR JOINT POWERS BOARD

#### INVESTMENT PORTFOLIO

**AS OF NOVEMBER 30, 2011**

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<tr>
<th>TYPE OF SECURITY</th>
<th>MATURITY DATE</th>
<th>INTEREST RATE</th>
<th>PURCHASE PRICE</th>
<th>MARKET PRICE</th>
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<tr>
<td>Local Agency Investment Fund (Restricted)</td>
<td>Liquid Cash</td>
<td>0.401%</td>
<td>$ 2,000,000</td>
<td>$ 2,000,000</td>
</tr>
<tr>
<td>Local Agency Investment Fund (Unrestricted)</td>
<td>Liquid Cash</td>
<td>0.401%</td>
<td>31,453,632</td>
<td>31,453,632</td>
</tr>
<tr>
<td>Investment Portfolio (Unrestricted)</td>
<td>Liquid Cash</td>
<td>2.966%</td>
<td>2,032,906</td>
<td>2,035,936</td>
</tr>
<tr>
<td>Other (Unrestricted)</td>
<td>Liquid Cash</td>
<td>0.010%</td>
<td>3,214,151</td>
<td>3,214,151</td>
</tr>
</tbody>
</table>

**$ 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.**
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
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<thead>
<tr>
<th></th>
<th>FY2010</th>
<th>FY2011</th>
<th>FY2012</th>
<th>FY2012</th>
<th>FY12 ADOPTED</th>
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<td></td>
<td>ACTUAL</td>
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<td>ADOPTED</td>
<td>REVISED</td>
<td>to FY12 REVISED</td>
<td>to FY12 ADOPTED</td>
</tr>
<tr>
<td>1</td>
<td>Farebox Revenue</td>
<td>42,732,343</td>
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<td>50,644,719</td>
<td>54,019,757</td>
<td>3,375,038</td>
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<tr>
<td>2</td>
<td>Parking Revenue</td>
<td>2,407,234</td>
<td>2,271,159</td>
<td>2,776,600</td>
<td>2,987,854</td>
<td>211,254</td>
</tr>
<tr>
<td>3</td>
<td>Shuttles</td>
<td>1,044,510</td>
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<td>1,148,579</td>
<td>1,148,579</td>
<td>0</td>
</tr>
<tr>
<td>4</td>
<td>Rental Income</td>
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<td>1,696,200</td>
<td>1,737,240</td>
<td>1,737,240</td>
<td>0</td>
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<td>5</td>
<td>Other Income</td>
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<td>2,913,060</td>
<td>2,913,060</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>TOTAL OPERATING REVENUE</td>
<td>50,762,303</td>
<td>52,503,096</td>
<td>59,220,198</td>
<td>62,806,490</td>
<td>3,586,292</td>
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<td>CONTRIBUTIONS:</td>
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<td></td>
</tr>
<tr>
<td>7</td>
<td>AB434 Peninsula Feeder Shuttle</td>
<td>1,000,000</td>
<td>1,000,000</td>
<td>1,000,000</td>
<td>1,000,000</td>
<td>0</td>
</tr>
<tr>
<td>8</td>
<td>Operating Grants</td>
<td>1,139,617</td>
<td>6,428,714</td>
<td>9,222,450</td>
<td>9,271,706</td>
<td>49,256</td>
</tr>
<tr>
<td>9</td>
<td>JPB Member Agencies</td>
<td>39,416,585</td>
<td>35,090,130</td>
<td>25,337,256</td>
<td>25,337,256</td>
<td>0</td>
</tr>
<tr>
<td>10</td>
<td>Other Sources</td>
<td>7,190,000</td>
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<td>9,000,000</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td></td>
<td>TOTAL CONTRIBUTED REVENUE</td>
<td>41,556,202</td>
<td>49,708,844</td>
<td>44,559,706</td>
<td>44,608,962</td>
<td>49,256</td>
</tr>
<tr>
<td>11</td>
<td>GRAND TOTAL REVENUE</td>
<td>92,318,505</td>
<td>102,211,940</td>
<td>103,779,904</td>
<td>107,415,452</td>
<td>3,635,548</td>
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<td>OPERATING EXPENSE:</td>
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<td>Rail Operator Service</td>
<td>54,218,789</td>
<td>57,791,339</td>
<td>58,661,660</td>
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<td>Security Services</td>
<td>3,589,865</td>
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<td>4,177,411</td>
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<td>15</td>
<td>Rail Operator Extra Work</td>
<td>85,726</td>
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<td>16</td>
<td>Contract Operating &amp; Maintenance</td>
<td>57,894,380</td>
<td>61,415,015</td>
<td>62,851,773</td>
<td>62,971,706</td>
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<td>Operator Contract Transition Costs</td>
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<td>2,000,000</td>
<td>3,200,000</td>
<td>4,700,000</td>
<td>1,500,000</td>
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<td>Shuttle Service</td>
<td>2,852,141</td>
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<td>19</td>
<td>Fuel</td>
<td>10,307,029</td>
<td>13,963,956</td>
<td>14,660,380</td>
<td>15,160,380</td>
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<td>Timetables and Tickets</td>
<td>173,346</td>
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<td>161,000</td>
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<td>Insurance</td>
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<td>22</td>
<td>Facilities and Equipment Maint</td>
<td>1,150,064</td>
<td>1,213,000</td>
<td>1,037,260</td>
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<td>23</td>
<td>Utilities</td>
<td>1,084,316</td>
<td>1,126,610</td>
<td>1,171,760</td>
<td>1,171,760</td>
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<td>24</td>
<td>Services</td>
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<td>1,213,000</td>
<td>1,037,260</td>
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<td>TOTAL OPERATING EXPENSE</td>
<td>79,673,797</td>
<td>90,757,512</td>
<td>92,533,558</td>
<td>94,650,856</td>
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<td>ADMINISTRATIVE EXPENSE</td>
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<td>Wages &amp; Benefits</td>
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<td>Professional Services</td>
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<td>2,224,049</td>
<td>2,143,542</td>
<td>2,192,798</td>
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<td>29</td>
<td>Communications and Marketing</td>
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<td>227,840</td>
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<td>30</td>
<td>Other Expenses and Services</td>
<td>1,365,316</td>
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<td>TOTAL ADMINISTRATIVE EXPENSE</td>
<td>8,939,849</td>
<td>10,351,553</td>
<td>10,143,471</td>
<td>10,600,558</td>
<td>457,087</td>
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<td>31</td>
<td>Long-term Debt Expense</td>
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<td>32</td>
<td>Service Adjustment/Fare and Revenue Changes</td>
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<td>33</td>
<td>GRAND TOTAL EXPENSE</td>
<td>89,716,521</td>
<td>102,211,940</td>
<td>103,779,904</td>
<td>106,354,289</td>
<td>2,574,385</td>
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<td>34</td>
<td>REVENUE OVER/UNDER</td>
<td>2,601,984</td>
<td>0</td>
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<td>1,061,163</td>
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12/29/11 1:50 PM
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 5th day of January, 2012 by the following vote:

AYES:

NOES:

ABSENT:

________________________
Chair, Peninsula Corridor Joint Powers Board

ATTEST:

________________________
JPB Secretary
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 no agreed on a final extenders package, but both chambers have approved bills and neither version includes the transit commuter benefit.

Prepared By: Seamus Murphy, Government Affairs Manager 650.508.6388