REPORT TO SHASTA COUNTY RTPA

SUBJECT	MEETING DATE	ITEM NUMBER
Consider 2002/2003 Transportation Development Act (TDA) True-Up Instructions and Amended Claims	4/27/04	3-3

RECOMMENDATION
It is recommended that the Agency:

1) Approve Resolution 04-02 reflecting revised 2002/2003 Transportation Development Act (TDA) allocation instructions; and
2) Approve revised 2002/2003 TDA claims as reflected on Exhibit B (attached).

SUMMARY
RTPA Policy 6-3 and TDA regulations provide for a reconciliation of claimants' transit obligations to RABA's actual costs on an annual basis. Revised allocation instructions and claims have been prepared for Agency approval. Exhibit A reflects the revised calculation of transit obligations based upon RABA's actual audited costs. Exhibit B represents the revised schedule of claims.

After funding RABA's true TDA requirement (Actual Operating Expenses plus Capital costs), amounts available for Other Uses were increased, with the exception of the City of Redding, as follows:

City of Redding	$ 164,193
Anderson	23,607
City of Shasta Lake	18,237
County of Shasta	128,618
TOTAL	$ 334,656

DISCUSSION
In April 2003, the Agency approved TDA claims for 2002/2003. That approval was based on RABA's anticipated costs for the year. The actual costs of providing transit are now available in the 2002/2003 audited financial statements and RABA's annual report of transactions to the State Controller's office. This revision to the TDA claims is based on RABA's actual costs (operating and capital) of providing transit services. This true up also updates the population changes used in the apportionment and allocation process.

The result of changes in transit cost obligations is as follows and demonstrated on Exhibit C:

1) There was a decrease in "off-the-top" RTPA administration costs, core-planning functions, and excess sales tax revenue resulting in a $256,402 disbursement to claimants. The RTPA received increased resources in sales tax revenue and State Transit Assistance (STA) revenue during the 2002/2003 fiscal year. The RTPA may disburse excess revenue from sales tax and STA, but must maintain a cash reserve equivalent to RABA's capital reserve of $600,000 and $200,000 reserved for RTPA administrative operations. In the 02/03 true-up the RTPA will disburse $225,000 of this excess currently residing in the treasury.

2) RABA's actual TDA requirement (total expenses less revenues plus capital costs) incurred was $3,385,540 (Exhibit D). This compares with an estimated TDA requirement of $3,257,279 when the original claims were approved. These components result in an increase in the claimants' collective transit obligation of $128,261 (Exhibit A). RABA requested from the 2001/02 True Up to use $300,000 in reserves to purchase the El Rancho Motel Property. This amount was withheld from RABA in the 2001/02 True Up and included as an expense in 2002/2003. Therefore, the $300,000 must be reduced from RABA's 2002/2003 expenditures.

3) The original claims contemplated RABA utilizing $697,600 of FTA Section 5307 funding (operating only). RABA actually received $568,895 of FTA

Section 5307 grant revenue for operating. This results in an increase in the transit obligation assigned exclusively to Redding and Shasta Lake of $128,705. The reason that this applies exclusively to these agencies is that FTA Section 5307 is only eligible in urbanized areas.

4) The original agency claims for expected FTA Section 5311 Grant funding was $109,322. Actual funding received increased to $109,332 resulting in an additional $10 to the City of Anderson. This is the final year that Anderson will receive rural 5311 funding. Anderson received urban status with the 2000 Census.

5) There was a decrease in staff time allocated to Rural Transit, resulting in a decrease in rural administration costs of $42,087. Rural transit costs increased $24,522 due to RABA "dead-heading" the Burney Express. Dead-heading is required when there is no driver in the Burney area and the vehicle must be driven without passengers from Redding to start service in the Burney area. The net result decreases the County's transit obligation for Burney Express and rural administration by $17,565.

6) Trial service costs were decreased due to a reduction in the estimated cost per service hour from $46.76 to an actual cost of $45.22 per service hour. The true-up of trial services resulted in an increase to the agencies of $17,643 (Exhibit E). Original claims were calculated with trial services terminating on November 30, 2002. The actual termination date was October 31, 2002.

In summary, the impact of the true-up on claimants resulted in an increase in funding available for Other Uses to the agencies.

ALTERNATIVES

The Agency could modify any of the above proposed revisions recommended by staff. This is not recommended because this reconciliation has been prepared in accordance with RTPA Policy 6-3 and TDA regulations.

OTHER AGENCY INVOLVEMENT

This reconciliation or "true-up" was developed in cooperation with RABA staff who concur with the staff recommendation.

The staff recommendation and supporting schedules were shared with the staffs of Redding, Shasta County, Shasta Lake and Anderson, who have indicated their concurrence with the staff recommendation. It was further discussed at the April 13 Technical Advisory Committee (TAC) meeting.

FINANCING

Approval of revised 2002/2003 claims will make claims consistent with actual costs and revenues of providing transit service.

D J Kovacich

Daniel J. Kovacich, Executive Officer

SLC/jac

Attachment: Resolution No. 04-02
Exhibit A - Calculation of Revised TDA Apportionments and Transit Obligations for 2002/2003
Exhibit B - Revised Schedule of Annual Claims/TDA Budget
Exhibit C - Calculation of Impacts on Claimants Transit Obligations.
Exhibit D - Calculation of RABA TDA Requirement
Exhibit E - True-Up of Trial Transit Services
Exhibit F - RABA Detail of Capital Additions

RESOLUTION NO. 04-02
REVISED SHASTA COUNTY REGIONAL TRANSPORTATION PLANNING AGENCY TRANSPORTATION DEVELOPMENT ACT ALLOCATIONS AND CLAIMS FOR FY 2002/2003

WHEREAS, Section 99230 of the California Public Utilities Code (PUC) requires that each transportation planning agency shall annually determine the amount of LTF funds to be allocated to each claimant, from an analysis and evaluation of the total amount anticipated to be available in the Local Transportation Fund (LTF) and the relative needs of each claimant for the purposes for which the fund is intended, and consistent with the provisions of the law; and

WHEREAS, PUC Section 99231 and the California Code of Regulations, Section 6655 require that the transportation planning agency shall allocate to a claimant for a given area only such moneys as represent that area's apportionment; and

WHEREAS, the provisions of PUC Section 99401.5 require that the Regional Transportation Planning Agency (RTPA) annually review and make findings concerning "unmet transit needs" in each claimant jurisdiction and, prior to making any LTF allocations to claimants for street and road purposes, fund such unmet transit needs in each claimant jurisdiction as have been found "reasonable to meet"; and

WHEREAS, the RTPA made the required transit needs findings process for each claimant agency in Shasta County for 2002/03 at its April 23, 2002 meeting, as reflected in Resolution No. 02-02; and

WHEREAS, the resulting proposed LTF allocations to the claimant jurisdictions will fund all identified transit needs that can be reasonably funded, and only thereafter will LTF monies be made available for eligible streets and road purposes; and

WHEREAS, these revisions to the 2002/03 TDA allocations to the claimants maintain the existing level of transit service previously determined by the RTPA to be reasonable to meet; However, specified true-ups are proposed to more accurately reflect actual transit expenses incurred since the original claims were adopted. Actual expenses were agreed to audited financial statements and compared to the original filing. RABA costs were more than estimated by $128,261. Additionally, in the 2001/02 True Up RABA requested $300,000 from reserves to purchase El Rancho Motel property. This amount was deducted from the claimants in the 2001/2002 True-up. RABA recorded this amount as an expense in 2002/2003; therefore the amount is disbursed back to the claimants. RABA's actual funding for 5307 was less than estimated by $128,705. There were decreases in "off-the-top" administration, core planning functions, and excess sales tax revenue and State Transit Assistance revenue, resulting in an increase to claimants of $256,402. Trial services were decreased by $17,643 due to services terminating one month earlier than estimated. 5311 revenue increased $10 from the original estimate. Burney Express and rural transit administration costs decreased collectively by $17,565. The overall result is an decrease to RABA of $43,034, an increase of $10 in 5311 revenue, an increase in Burney Express, and decreases in rural transit administration, trial services, "off-the-top" administration costs, core planning functions, and excess cash. These differences collectively result in a net impact to the agencies of $334,656.

NOW, THEREFORE, BE IT RESOLVED that Shasta County Regional Transportation Planning Agency:

(1) Determines that the 80% service hours/20% population-based cost sharing formula represents the cost sharing alternative which reflects the most equitable distribution of RABA service area costs to the claimant agencies in light of the transit system benefits each will realize from the RABA provided services; and

(2) Approves the true-up to the 2002/03 claims as summarized in Schedule A and better reflect actual transit costs incurred to date.

(3) Approves allocations for each claimant jurisdiction that are consistent with and reflected in the 2002/03 TDA Budget attached as Schedule B; and

(4) Approves the claims for TDA funds as submitted by claimants for transit funds in the amounts not exceeding those shown on Schedule B for fiscal year 2002/03.

PASSED AND ADOPTED this 27th day of April, 2004, by the Shasta County Regional Transportation Planning Agency.

Pat Kight, Chairman
Shasta County Regional
Transportation Planning Agency

SHASTA COUNTY RTPA						
CALCULATION OF TDA APPORTIONMENT AND TRANSIT OBLIGATIONS						
2002-2003 TRUE UP						
EXHIBIT A 1 of 2						
Population Factors (for Apportionment Only)						
Based on 2003 E-1 Population Report		Population				
		Based on 2003				
		1/1/2003	Percentage			
	Redding	85,700	49.82%			
	Anderson	9,500	5.52%			
	Shasta Lake	9,725	5.65%			
	Unincorporated County Area	67,100	39.01%			
	Total Population in RTPA Area	172,025	100.00%			
	Service Hour Factors					
	Allocate Service Hours to Claimant Jurisdictions					
	Service Hours from RABA					
	Represents Daily Hours Allocated to each Jurisdiction					
		REDDING	ANDERSON	SHASTA LAKE	SHASTA COUNTY	DAILY TOTAL
	Hours by Jurisdiction	120.05	0	8.45	9.00	137.50
	Hours on Route 9	9.00	6.50	0	4.00	19.50
		129.05	6.50	8.45	13.00	157.00
		82.20%	4.14%	5.38%	8.28%	100.00%
Claimant Populations Within Urban Fixed Route Area			Population in	Population Split	Service Hour Split	Weighted
based on 2003 State Department of Finance E-1 report			Service Area	20%	80%	Average
						Share
	Redding		85,700	77.81%	82.20%	81.32%
	Anderson		9,500	8.62%	4.14%	5.04%
	Shasta Lake		9,725	8.83%	5.38%	6.07%
	Unincorporated County Area		5,222	4.74%	8.28%	7.57%
	Total Population in RTPA Area		110,147	100.00%	100.00%	100.00%
	LTF Received 2002/2003 Per WTB	5,801,772				
	STA received PUC 99313	256,352				
	Subtotal	6,058,124				
	" Off - The - Top " Allocations					
	Administration PUC 99233.1 LTF	(154,390)	(Per WTB)			
	CTSA PUC 99275 LTF	(278,839)				
	RTPA Core Planning Functions Match	(1,220)	PER OWP RDG,SL, AND, RABA			
	Total "Off-the-Top"	(434,449)				
	Amount Available for Distribution	5,623,675				

SHASTA COUNTY RTPA
CALCULATION OF TDA APPORTIONMENT AND TRANSIT OBLIGATIONS
2002-2003 TRUE UP

EXHIBIT A 2 of 2

Amount Required by RABA - Urban Fixed Route & DR	3,085,540	Less $300,000 for El Rancho accounted for in 01/02 and 02/03											
RABA % Funded Based Upon Service Hours	80.00%												
RABA % Funded Based Upon Population	20.00%												
Calculation of transit obligation based on 80% Service Hours/20% Population													
							Trial services true-up workpapers separate from TDA true-up						
	Amount to be Distributed	FTA Section 5307	Core Planning Match	5311 Grant FTA Section	Total Resources Available	To Fund RABA	To Fund Trial Services 2002-2003	To Fund Burney Express Rural Transit	To Fund Rural Admin & Vanpool		TDA Apportion Available for Other Uses	Actual TDA Claimed	Change
Amount to be Apportioned to Claimants	5,623,675												
Redding	2,801,622	510,917			3,312,539	(2,509,130)	(9,045)				794,364	630,171	164,193
Redding Core Match	98		(98)		0						0		-
Anderson	310,565			48,226	358,791	(155,421)	(4,215)				199,155	175,548	23,607
Anderson Core Match	795		(795)		0						0		-
Shasta Lake	317,920	57,978			375,898	(187,340)	0				188,557	170,320	18,237
Shasta Lake Core Match	91		(91)		0						0		-
Unincorporated County Area	2,193,568			61,106	2,254,674	(233,649)	(13,944)	(93,165)	(30,165)		1,883,751	1,755,133	128,618
Shasta County Core Match	0				0						0		-
Administration	154,390				154,390						154,390	202,696	(48,306)
CTSA	278,839				278,839						278,839	278,839	-
RABA	237		(237)		0	3,085,540					3,085,540	3,257,279	(171,739)
County Admin/Vanpool Subsidy/Admin Dues	0				0			93,165	30,165		123,330	140,895	(17,565)
Trial Transit Services	0				0		27,205	0			27,205	44,848	(17,643)
	0				0						0		
TOTAL TO DISTRIBUTE	6,058,125	568,895	(1,220)	109,332	6,735,131	0	0	0	0	0	6,735,131	6,655,729	79,402
											Plus FTA difference		

SHASTA COUNTY RTPA					
SCHEDULE OF ANNUAL CLAIMS /TDA BUDGET					
FISCAL YEAR 2002-2003 TRUE UP OF CLAIMS					
EXHIBIT B					
			Funding Sources		
	CLAIMANT/PURPOSE		LTF	STA	FTA
Off-The-Top Apportionments					
	Administrative	PUC 99233.1	155,611		
	(includes Core Function Match)				
	CTSA Funding for Elderly Population	PUC 99275	266,839		
	CTSA Funding for Administration by CTSA	PUC 99275	12,000		
	Total Off The Top Apportionments		434,450		
Redding Area Bus Authority					
	TDA funds required per RABA budget	3,085,540			
	PUC 99400(c)				
	Sources of Transit Funding:				
	LTF - Redding	1,870,502	1,870,502		
	STA - Redding	127,710		127,710	
	FTA Section 5307	510,917			510,917
	LTF - Shasta Lake	114,871	114,871		
	STA - Shasta Lake	14,492		14,492	
	FTA Section 5307	57,978			57,978
	LTF - Anderson	93,038	93,038		
	STA - Anderson	14,157		14,157	
	FTA Section 5311	48,226			48,226
	LTF - Shasta County	133,657	133,657		
	STA - Shasta County	99,993		99,993	
Total Funds Provided RABA for Transist		3,085,540	2,212,067	256,352	617,121
Services Provided Under Contract to Shasta County					
	Burney Express (FTA 5311)		32,059		61,106
	Trial Services		13,944		
City of Redding					
	LTF - Streets & Roads		794,364		
	Trial Services		9,045		
City Of Anderson					
	LTF Streets and Roads		199,155		
	Trial Services		4,215		
City Of Shasta Lake					
	LTF Streets and Roads		188,557		
Shasta County					
	LTF - Streets and Roads (PUC 99400(a))		1,883,751		
	LTF - Purchased Transportation - Rural Administration (PUC 99400(c)		165		
	LTF - Purchased Transportation - Lifeline Services (PUC 99400(c))		30,000		
Total TDA Funds to be Distributed			5,801,773	256,352	678,227

TDA TRUE UP 2002-2003.XLS02-03 true up
Save: TDA

Prepared by Sue Crowe

4/20/2004

SHASTA COUNTY RTPA

IMPACT OF 2002-2003 TDA TRUE UP ON LOCAL AGENCIES

EXHIBIT C

RESOURCES	Actual Required or Received	Original Claim	Result of True UP	Due to agencies from RTPA	Increase (Decrease) in Amount Available for Other Uses: TOTAL Increase/Decrease In Resources	Impact on Agencies - Original Claim +/- actual required: Redding	Anderson	Shasta Lake	County	Due To/Due From: RABA	RTPA
Increase in Resources from 2002/2003 Revenues											
Increase in LTF	5,801,772	5,576,772	225,000	Excess LTF							
Increase in STA	256,352	274,278	(17,926)	Reduction in STA							
Decrease in "off the top"	(154,390)	(202,696)	48,306	Decrease in admin costs							
CTSA True UP	(278,839)	(278,839)	-								
Decrease in Core Match	(1,220)	(2,242)	1,022	Decrease in core costs -does not impact RABA							
	5,623,675	5,367,273	256,402		256,402	129,322	14,183	20,728	92,169		(256,402)
Increase (Decrease) in Amount Necessary to Fund RABA on "80/20" allocation	3,385,540	3,257,279	128,261		(128,261)	(102,842)	(6,453)	(9,208)	(9,757)	128,261	
			(300,000)	RABA El Rancho Property Purchase - Accounted for in 01/02 and 02/03	300,000	243,121	15,202	18,557	23,120	(300,000)	
Impact of Population change on agencies											
Overpayment for Trial Services	27,205	44,848	(17,643)	Trial Services only operated for 4 months of 02/03. Estimated based on 5 months of operation. Calculated from actual claim and amount required by each agency	17,643	11,458	665	-	5,521		(17,643)
Difference in 5307 Received vs. Budgeted (to be backfilled by TDA	568,895	697,600	(128,705)	Actual received by RABA less than estimate	(128,705)	(116,866)		(11,839)		128,705	
Change in 5311 Grant Revenue	109,332	109,322	10	Actual amount increased	10		10				(10)
Burney Express	93,165	68,643	24,522	Expenses increased due to "dead-head" hours	(24,522)				(24,522)		24,522
Rural Admin and County Lifeline	30,165	72,252	(42,087)	Actual administrative labor less than estimated due to termination of trial services	42,087				42,087		(42,087)
				Rounding	2						(2)
	4,214,301	4,249,944	(335,643)	Result of True Up (Other Uses)	334,656	164,193	23,607	18,238	128,618	(43,034)	(291,622)
				Rounding							
				Original Claim		630,171	175,548	170,320	1,755,133		2,731,172
				Total Amount Available for Other Uses after True UP		794,364	199,155	188,558	1,883,751		3,065,828
				Difference	334,656	164,193	23,607	18,238	128,618		(334,656)

Shasta County RTPA									
Calculation of Actual RABA TDA Requirement									
Total Expenses -					^80/20	Trial	Rural	^5307	
Operating		3,518,856	=cafr& sco report		2,962,438	27,204	129,214	400,000	3,518,856
Capital		683,098	=cafr & sco					-300,000	
								683,098	683,098
		----------------			----------------	------------	------------	------------	------------
		4,201,954			2,962,438	27,204	129,214	783,098	4,201,954
Reserve Replenishment		0							
Revised Total Expenses of RABA		4,201,954							
Less Burney Express/Trial Services		(129,214)					129,214		129,214
		4,072,740							0
									0
Less:									0
Prop 116 Revenue	15,949				15,949				15,949
									0
Operating Revenues									0
Passenger Fares- Fixed	488,547	(Includes Burney express)			488,547				488,547
Passenger Fare- DR	82,134				82,134				82,134
Charter Service	2,240				2,240				2,240
Auxillary Service	21,989				21,989				21,989
Misc revenue	12,549				-14,655	27,204			12,549
MPO	36,136				36,136				36,136
Investment Income	27,656				27,656				27,656
									0
									0
		$ 687,200	=sco report						0
									0
	----------------	----------------							0
Operating and Capital Subject to "80/20" allocation		3,385,540	Adjustment - El Rancho		$ (300,000)				0
Adjustment		(300,000)							0
									0
5307 revenue received - Operating		$ (400,000)	=sco report					400,000	400,000
5307 revenue received - Capital		$ (168,895)						168,895	168,895
									0
		----------------			----------------	------------	------------	------------	------------
					359,996	27,204	129,214	568,895	1,385,309
TDA Resources required		2,516,645	2,559,679	(43,034)	2,602,442	0	0	214,203	2,816,645
		=========							
		TDA received			2,559,679				
		Diff in overall funding			42,763				
		balancing			271				
		5307 Difference			0				
		Trial Services Difference							
		Rounding							
		Change in "80/20" funding							

True Up of Trial Transit Services
Summary of Trial Services Costs July 1, 2002 - October 31, 2002
Exhibit E

To Fund Rural Transit	Airport Rd	Cottonwood	McArthur	Labor	Burney Only	Total Express Services
July 02	$ 8,067.01	$ 5,542.46	$ 3,285.48		$ 4,950.19	
August 02	$ 8,119.51	$ 5,479.96	$ 3,280.48		$ 5,207.19	
Sept 02	$ 7,373.75	$ 4,953.60	$ 3,021.86		$ 4,803.20	
Oct 02	$ 8,464.84	$ 5,737.64	$ 3,439.76		$ 5,784.71	
Less RABA True Up	$ (1,071.84)	$ (736.89)	$ (443.52)		$ (3,114.10)	Includes true up for entire year for Burney Express
Adjust to RABA	$ (0.40)					
	$ 30,952.87	$ 20,976.77	$ 12,584.06	$ -	$ 17,631.19	
	$ -	$ -	$ -			
Total Express Services	$ 30,952.87	$ 20,976.77	$ 12,584.06	$ 16,159.36	$ 17,631.19	$ 98,304.25

1. To calculate the trial services true up, the percentage of each service from the total for all services was calculated by dividing the total cost of services by individual route. Admin labor was then distributed to each route based on the same percentage. 2.
Social Services provided $150,000 ($100Kused in 01/02) in grant money towards implementation of trial services. This amount was calculated by the same percentage and applied to the total cost of each route. The total cost of RABA, Admin Labor are added less social services equals the amount due from the agencies for trial services. Intermountain express does not receive social services revenue - only McArthur extension

Total RABA Costs	RABA	% of Services	Admin Labor	Total Trial Service Cost	Social Services	Owed by Agencies
Airport	$ 30,952.87	47.98%	$ 6,088.98	$ 37,041.85	$ (23,989.38)	$ 13,052.47
Cottonwood	$ 20,976.77	32.52%	$ 4,126.50	$ 25,103.27	$ (16,257.61)	$ 8,845.66
Intermountain-McArthur Portion	$ 12,584.06	19.51%	$ 2,475.51	$ 15,059.57	$ (9,753.01)	$ 5,306.55
Total Trial Services Costs	$ 64,513.70	100.00%	$ 12,690.99	$ 77,204.69	$ (50,000.00)	$ 27,204.69
Intermountain (Burney only)	$ 17,631.19		$ 3,468.37			
Total RABA Express Costs	$ 82,144.89	= RABA True UP	$ 16,159.36			
Admin Labor	$ 16,159.36					
Total Express Costs	$ 98,304.25					

By Stops in Jurisdiction		Airport	Cottonwood	Total by Jurisdiction
Redding	69.3%	$ 9,045.36	0	$ 9,045.36
Anderson	15.35%	$ 2,003.55	$ 2,211.42	$ 4,214.97
County	15.35%	$ 2,003.55	$ 6,634.25	$ 8,637.80

Social Services	$150K x percent of costs ($50K for 02/03)		% of Labor Costs
Airport	$ 23,989.38	Airport	37.68%
Cottonwood	$ 16,257.61	Cottonwood	25.54%
McArthur	$ 9,753.01	McArthur	15.32%
Soc Serv Revenue	$ 50,000.00	Intermountain	21.46%
		Total % of Labor	100.00%

The June 2001 staff report included the agencies percentage of costs for the trial services deemed responable to meet. The Net amount for trial services after the social service payment is the total amount due for each service. The costs were then calculated using the June 2001 Percents by each route resulting in overpayments from the agencies.

Agency Percentage of Costs Based on Stops in Jurisdiction		Claims 2002/2003	Excess Claims Paid	Burney Only To County	
Anderson	$ 4,214.97	$ 4,880.00	$ (665.03)		
County	$ 8,637.80	$ 19,465.00	$ (5,520.64)	$ (983.53)	$ (6,504.17)
County -McArthur	$ 5,306.55	Included in above County total			
Redding-Airport	$ 9,045.36	$ 20,503.00	$ (11,457.64)		
Total Agency Costs	$ 27,204.69	$ 44,848.00	$ (17,643.31)		

EXHIBIT F

Redding Area Bus Authority
Detail of Capital Additions
FYE June 30, 2003

Tag #	Description	Month Purchased	Grant Funded	Cost	Totals
542	Christmas Light Display for Maint. Facility	Dec-02	CA-90-Y065	$ 19,635	
544	Chairs	Feb-02	CA-90-X-995	$ 1,145	
545	Standby Generator	Jun-03	TDA	$ 4,000	
548	On-Board Information Stations	Jun-03	CA-90-X995	$ 4,917	
550	CP1700 Color Printer	Jun-03	CA-90-Y158	$ 465	
551	Gateway Computer S#30303896 - Sue	Jun-03	CA-90-Y158	$ 2,353	
552	Gateway Computer S#30303897 - Loxy	Jun-03	CA-90-Y158	$ 2,353	
553	Gateway Server Computer S#30317154	Jun-03	CA-90-Y158	$ 6,302	
	Subtotal-Equipment and Furniture				$ 41,170
555	RABA Maintenance Facility Improvements	May-02	CA 02A0284	$ 861	
556	Refurbishment of Downtown Transit Area	Apr-03	TDA	$ 22,496	
557	Bus Turnouts - FY 02-03	Jun-03	CA-90-X995	$ 72,235	
558	Bus Benches - FY02-03	Jun-03	CA-90-X995	$ 1,375	
	Subtotal-Improvements				$ 96,967
559	El Rancho Motel	Jun-03	TDA	$ 444,623	
	Subtotal-Land				$ 444,623
560	Spare Engine for 1999 Gillig Bus	Oct-02	CA-90-X895	$ 36,969	
561	El Dorado Bus #243	May-03	CA-90-Y158	$ 63,368	
	Subtotal-Vehicles				$ 100,337
	Total Capital Additions				$ 683,097