



San Joaquin Regional Transit District
421 E. Weber Avenue, Stockton, CA 95202
(209) 943-1111 • sjRTD.com

August 19, 2025

Lathrop City Council
390 Towne Centre Dr.
Lathrop, CA 95330

Cc:
Mayor Paul Akinjo
Vice Mayor Jennifer Torres-O'Callaghan.
Councilmember Diane Lazard
Councilmember Stephen Dresser
Councilmember Minnie Diallo

ATTN: STAND UP FOR TRANSIT: Take Action Against Lathrop City Manager Stephen Salvatore's transit-ignorant, irresponsible and unprofessional public criticism of RTD

For the past several weeks, the RTD Board of Directors has stood by and listened to a barrage of insults leveled at our leader, Chief Executive Officer Alex Clifford, a respected, thirty-three-year veteran of the transit industry. Despite the personal attacks, the blatant mischaracterization of data, and the inflammatory language directed our way, we have declined to engage in this juvenile sniping, believing it is our job to run a transit agency and not create political drama.

However, we can no longer stand back and allow these unprovoked accusations and immature/childish emotionally charged hyperbole to continue. Lathrop City Manager Stephen Salvatore, the city bureaucrat leading this campaign, clearly lacks empathy for the underserved communities and neighborhoods most in need of public transportation.

His words, published in several recent communications, risk placing transit services and transit funding in San Joaquin County in jeopardy, potentially stranding thousands of riders who rely daily on transit to help them meet their essential needs. RTD will no longer sit by and hope that Mr. Salvatore's uncontrolled antics finally run out of steam. It is time for RTD to step up and STAND UP for those who depend on transit in San Joaquin County and to protect our riders from Mr. Salvatore.

Public transportation is a valued thread in the fabric of our American life, and as such, the public generously supports transit with their state, federal, and local tax dollars. Those who have spent a lifetime dedicated to this field—people like Mr. Clifford—understand that, unlike a private sector corporation, transit cannot function without public subsidies. While a private corporation's priorities are tied to profits and shareholders, public transit works hard to serve those who need efficient and effective public transportation, understanding that there is public good in providing mobility, access, and improved air quality to a region.

CHIEF EXECUTIVE OFFICER: Alex Clifford
BOARD OF DIRECTORS:

CHAIR Gary S. Giovanetti • **VICE CHAIR** Michael P. Restuccia • Balwinder T. Singh • Les J. Fong • Stephan Castellanos

Unlike Mr. Salvatore, transit educated professionals understand that meeting the needs of a county such as San Joaquin County, means that some of the county-wide transit operations will require greater financial support for some routes than for others. For example, routes operating in the metropolitan area or urban core (higher density areas) function with greater productivity than routes serving the rural communities and small cities outside the urban core. As such, RTD schedules the heavier equipment, such as 40' and 60' buses on the urban routes and the smaller lower passenger cutaways on the rural and intercity routes. Mr. Salvatore intentionally misleads the public into thinking that RTD allocates large buses on rural and intercity routes—that's simply not the case.

Until very recently, Mr. Salvatore had no interest in public transportation—in fact, during his first meeting with Mr. Clifford, Mr. Salvatore expressed his lack of support for public transportation and said he felt it was a waste of public tax dollars to run empty buses. We are not sure of his motivations for such a statement, although the relative affluence of his city to communities such as Stockton—which has a median household income that is \$42,000 less than Lathrop—might contribute to his ignorance of core transit operating principles.

Further, if RTD were to apply Mr. Salvatore's over-simplistic approach to transit funding and measures of productivity more broadly, then one can only assume that he is also suggesting that the county cancel transit in Lodi, Tracy, Manteca, and Escalon.

Comparison: RTD and City Transit Systems in San Joaquin County (NTD 2023 data)					
2023 NTD Data	Annual Unlinked Passengers	Annual Revenue Service Hours (RSH)	Total Annual Operating Expenses	Passengers per Revenue Service Hour	Operating Cost per Passenger
San Joaquin RTD	2,301,789	197,664	\$42,349,184	11.60	\$18.40
	86%				
City of Lodi	184,061	27,723	\$4,505,461	6.60	\$24.48
	7%				
City of Tracy	121,148	34,852	\$5,564,951	3.50	\$45.94
	5%				
City of Manteca	56,501	16,306	\$2,608,612	3.50	\$46.17
	2%				
City of Escalon	1,242	790	\$232,804	1.60	\$187.44
	0.05%				

Throughout this attack on RTD, we have found that Mr. Salvatore chooses to cherry pick and exaggerate the significance of individual pieces of data time and again. However, when that data is reviewed in the context of the system, as noted in the table above, the outcome is materially different. It is plainly misguided for Mr. Salvatore to suggest that RTD cancel low performing intercity routes in San Joaquin County based on narrow pieces of data, especially when other factors, too numerous and complex to explain here, are at play in the performance of these routes. I am however happy to elaborate upon request.

When it comes to Mr. Salvatore’s criticisms of RTD and his claim that he is protecting the public tax dollar, there are other material and significant details that he is not telling the public. Last month, Mr. Salvatore expressed anger and immediately initiated his bitter campaign against RTD after Lathrop received less than half of its requested application from a federal funding pool that the RTD is entrusted to manage.

That request was not honored in full for several reasons:

- Mr. Salvatore’s new experimental pilot microtransit in Lathrop was already overfunded by City Council action in January 2025 and the city could not establish a clear transit funding need.
- The new microtransit project wasted public tax dollars by creating a duplication of existing service in Lathrop, competing head-to-head with RTD’s long established microtransit service, Van GO!
- The first-year microtransit project is experimental, with no prior track record of success.
- RTD and Lathrop had just recently collaborated on a Lathrop Transit Study in which the final report stated that the residents of Lathrop found microtransit unfavorable, and the final recommendations, as supported by Mr. Salvatore’s staff, was to create three fixed-route services and recommended that RTD provide the service.

In 2024/25, at Mr. Salvatore’s direction, Mr. Salvatore’s staff participated with RTD in the Lathrop Transit Study from start to finish. We are unsure why Mr. Salvatore doesn’t trust his own staff who actively participated in the process and the final plan for at least six months.

In several of Mr. Salvatore’s critical communications of RTD, he touts himself as the defender of the public tax dollar. But isn’t the Lathrop microtransit an example of wasting the public tax dollars on service duplication, competing head-on with RTD’s Van GO! microtransit service in Lathrop? Mr. Salvatore spent **more than \$195,000** in public tax dollars on a study that recommended against microtransit and in favor of three new fixed routes in Lathrop. It appears that Mr. Salvatore didn’t get the outcome he wanted so he apparently just shelved the study, essentially wasting the public tax dollars.

Finally, why did Mr. Salvatore misrepresent the cost and the scope of his microtransit folly to his City Council in January 2025?

Date	Number of Vehicles	Operating Costs	Capital/Start-Up Costs	Total Costs
January 13, 2025	4	\$915,161	\$210,000	\$1,125,161
May 22, 2025	6	\$1,347,537	\$829,499	\$2,177,035
June 23, 2025	5	\$1,646,319	\$1,260,000	\$2,906,319


More recently, did Mr. Salvatore disclose to his City Council why his microtransit project has nearly tripled in cost since the January 2025 City Council approval? It begs the question—is the real reason why Mr. Salvatore has waged such a public vendetta against RTD because RTD won’t help bail him out of his costly mistakes and waste of taxpayer dollars?

Mr. Salvatore's ongoing attacks show that he does not respect and empathize with the essential needs of the hard-working people who reside in underserved neighborhoods, and for whom public transit is a lifeline to basic essential services such as the hospital, doctors' appointments, grocery store, and social services.

A question that must be asked: Why is the Lathrop City Council allowing Mr. Salvatore to make such inflammatory public statements and allowing him to place the services RTD provides to Lathrop in jeopardy? Salvatore is not elected to represent the will of the people—that is the role of the City Council. Does the City Council know that Mr. Salvatore very recently requested that RTD terminate Van Go! microtransit service in Lathrop? Does the City Council know that RTD currently offers a higher level of service to Lathrop than Mr. Salvatore's microtransit folly?

Please don't allow Mr. Salvatore's transit-ignorant, irresponsible, unprofessional, childish, and misguided transit approach to prevail another day. Please side instead with the transit riders of San Joaquin County who rely upon RTD to reach Tracy, Manteca, Lodi, Ripon, Escalon, and even Lathrop. The RTD has successfully provided public transit services for more than 60 years, and throughout San Joaquin County since the mid-90s. We have one of the best professionals in the business running our operation, and he is supported by over 300 incredibly dedicated professional employees who make it happen.

We need to rise above this endless back-and-forth and commit to working together on finding transportation solutions that work for everyone.

A handwritten signature in cursive script, reading "Gary S. Giovanetti".

Gary S. Giovanetti, Chairman
San Joaquin Regional Transit District Board of Directors



Office of the City Manager

390 Towne Centre Drive, Lathrop, CA 95330

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www.ci.lathrop.ca.us

August 14, 2025

Alex Clifford
Chief Executive Officer
San Joaquin Regional Transit District
421 East Weber Avenue
Stockton, CA 95205
Via email: aclifford@sjrtd.com

RE: The Transit Disaster We Warned About

Mr. Clifford:

It is every taxpayer's right to support transit while demanding it operate efficiently. When eight city managers came together earlier this summer to express our collective alarm at RTD's unilateral expansion plans, it was because we feared exactly what your own data now confirms: a costly, uncoordinated, and underperforming network that drains resources without delivering meaningful public benefit.

If this isn't the "transit disaster" we warned about, then the term has no meaning.

1. A complete absence of legal authority for intracity operations

The governance framework set in place with Resolution No. 4056 (November 9, 1993) is unambiguous:

"Cities may enter into contracts with SMTD for intracity local service".

No such agreements or MOUs have been provided for the cities in which you are now operating. In plain terms, RTD has no documented right to run these services without consent from those jurisdictions.

Furthermore, we understand in regard to the annexation of San Joaquin County, the only annexation approved was San Joaquin County by Resolution 93-772 on December 7, 1993, was only for the unincorporated territory.

2. Ridership numbers that redefine "woeful"

RTD should be held accountable for ridership results and not merely service hours. Your own performance reports show:

- **Van Go!:** 1.01 passengers per revenue hour in FY 2025, at a cost of **\$190.47 per passenger**.
- **Hopper 97:** 0.70–1.94 passengers/hour, up to **\$358.97 per passenger**.
- **Hopper 95:** 2.79 passengers/hour, **\$78.51 per passenger**.
- **Weekend Hopper 793:** 2.14 passengers/hour, **\$91.52 per passenger**.

These are not just low — they are indefensible by any professional transit standard.

3. Fleet waste on an unprecedented scale

Your fleet inventory lists 131 vehicles. With only 106 buses operating at maximum peak during the day, this means a lot of buses are not being used above-and-beyond bus spares. You are maintaining and insuring an oversized fleet to operate services that, with RTD's own intercity service data, barely attract a single passenger an hour.

In addition, a lot of the buses in the fleet are nearing retirement age. While RTD spends millions in taxpayer dollars to expand service when ridership has not recovered from the pandemic, the CEO is also seeking more taxpayer dollars to replace buses he indicates he has no money for. This is not prioritizing the transit riders we serve.

4. Pathetic public outreach

To justify this multi-million-dollar boondoggle, RTD cites "public engagement" from 2024-2025 that consists of **10 survey responses from riders to RTD** and **8 public comments** from the SJCOG unmet transit needs process. None of those public comments on SJCOG's unmet transit needs process led to a conclusion that supported the expansion of intercity routes. In addition, there is an overreach of an outdated 2022 **Next-Gen** study in a feeble attempt to demonstrate public input.

This is not meaningful public input — it does not even meet the lowest bar for legitimate outreach. Yet you are using it as cover to expand into a few select cities while openly pursuing even broader expansion.

5. Exactly the disaster we sought to avoid

The eight city manager letter was about preventing precisely this:

- Expansion without coordination.
- Service without demand.
- Capital and operating waste on a scale that erodes public trust.

You have confirmed every concern in that letter. This is the transit disaster we worked to prevent, and it is unfolding under your leadership. Hard working taxpayers should not be subsidizing near empty buses. Every tax dollar that is being spent on underused routes is a dollar not spent wisely on replacing buses, right-sizing vehicles, technology to grow ridership, and partnerships with private ride hailing agencies and nonprofit paratransit services.

The path forward is clear:

1. Halt all unilateral expansion of intercity transit services into incorporated expanded area cities (Mountain House, Tracy, Lathrop, Escalon, Ripon, Manteca, Lodi) without executed contracts.
2. Halt all unilateral expansion of intracity transit services (Van Go!) into expanded area cities without executed contracts.
3. Present a right-sizing plan for fleet and service, with route-by-route performance targets developed in partnership with the cities you serve.

Produce the authorizing agreements for all current intracity or intercity service in incorporated areas or confirm in writing that they do not exist. Until these conditions are met, RTD's governance and management will be seen not as regional leadership but as an example of how to squander public resources and undermine the very concept of coordinated transit planning. Let's right-size public transit so it works for riders and taxpayers.

Thank you,



Stephen J. Salvatore
City Manager, City of Lathrop

Cc:

- RTD Board of Directors
- San Joaquin Council of Governments Board
- Jaylen French, City Manager, City of Escalon, jfrench@cityofescalon.org
- James Lindsay, Acting City Manager, City of Lodi, citymanager@lodi.gov; jlindsay@lodi.gov
- Toni Lundgren, City Manager, City of Manteca, tlundgren@manteca.gov
- Steve Pinkerton, City Manager, Mountain House, spinkerton@sjgov.org
- Kevin Werner, City Administrator, City of Ripon kwerner@cityofripon.org
- Steve Colangelo, Interim City Manager, City of Stockton, steve.colangelo@stocktonca.gov
- Midori Lichtwardt, City Manager, City of Tracy, midori.lichtwardt@cityoftracy.org
- Transit Managers – Expanded Area Cities

July 22, 2025

Alex Clifford
Chief Executive Officer
San Joaquin Regional Transit District
421 E. Weber Avenue
Stockton, CA 95202

**RE: LET'S COLLABORATE TO PREVENT WASTING TAXPAYER MONEY FOR AN INTERCITY
TRANSIT SYSTEM THAT IS UNWARRANTED**

Dear Mr. Clifford,

We have learned that the San Joaquin Regional Transit District intends to extend service across the county, in part because you “are listening to (the) riders and applying operational data to ... meet the evolving needs of (the) community.” This letter is to formally request that you collaborate with all of our jurisdictions to ensure that vital taxpayer dollars are used where they are needed the most for intercity bus transit service provided by RTD. No one, including the residents of San Joaquin County and the partner agencies with our region, wants to see a bus transit system that wastes even a single-penny of federal, state or local taxpayer money.

We are dismayed to learn that RTD wants to expand its intercity transit routes and wants (not needs) even more than the millions they have received. Why is RTD adding more transit while no transit agency in San Joaquin County, including RTD has recovered its 2019 pre-pandemic ridership levels? Add to this the stark reality that costs are rising for materials and services for all of us. Why is RTD going against the 2019 framework and making a run for the federal money going to intra-city transit service in order to finance this expensive expansion plan? This all seems at best premature and at worst unnecessary.

In 2019, several San Joaquin County cities collaborated on a strategy to provide intercity transit service in this region. The plan was grounded in each transit operator living within their financial means. It drew upon mutual cooperation to identify intercity service and amplify transfers to intra-city transit systems. It respected local city council authority on transit decisions within jurisdictional boundaries. Importantly, this framework crafted a symbiotic balance; The local sales tax dollars (from Measure K) went exclusively to RTD to fund intercity services, and in parallel, federal funding went exclusively to local cities of Lodi, Manteca, and Tracy for intra-city transit services. What was a collaborative and innovative proposal has now given way to unneeded sniping between our cities and RTD, and that is extremely unfortunate for our partnership and most importantly, the residents we all wish to serve.

We call on RTD to not side-step collaboration and that we work together to jointly agree on a path to avoid a transit disaster. With our finite resources, let's provide transit service cost-effectively by working on this together to serve our transit-dependent communities. To begin, we need RTD to provide detailed performance and financial data related to RTD's current intercity service. We are eager to learn how the RTD data on existing intercity ridership demand connect to the justification behind any proposed expansions. The ridership data and the costs to move passengers should be



able to tell the story whether expansion is necessary or unwarranted. No one wants disastrously overpriced transit with cost overruns –of course that would be a waste of taxpayer resources. Let's strive towards a process that prioritizes hearing from the taxpaying, hardworking residents in each community.

Given this context, we require that RTD provide the following information to help us work together and serve the community with essential transit services.

1. Performance Data – Identified per Hopper intercity routes and Van Go!, organized by FY--starting in FY 2019 to date.

- Detailed annual ridership.
- Annual Revenue service hours
- Annual Operating Cost for above-mentioned service hours
- Passenger per revenue hour
- Operating cost per passenger

And the most complete data in the most recent year (i.e. FY 24/25) by intercity Hoppers or Van Go! routes:

- Bus Stop-level boarding and alighting data, particularly within Lodi, Manteca, and Tracy UZA boundaries, as well as within the Cities of Escalon, Ripon, Mountain House and Lathrop.
- Passenger capacity of each Hopper or Van Go! vehicles in use, per route
- Any Origin-destination data (i.e. surveys) for riders using routes that begin outside of Stockton and the unincorporated County area.

2. Systemwide Fleet Information

- While the current RTD Short Range Transit Plan has an inventory showing active revenue vehicles and retirement age, the number of spares by serial number and retirement age is also needed.
- Number of fixed-route buses in service during peak hours
- Number and type of vehicles allocated to intercity Hoppers and for Van Go! by route.

3. Governance and Legal Basis

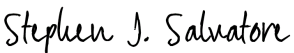
- A copy of any legal agreements, MOUs, or formal authorizations that allow RTD to operate intercity services to jurisdictions that are outside of the City of Stockton or unincorporated County areas (RTD annexed areas).
- Documentation of public outreach and any information on how RTD justified the expanded intercity routes since 2019.





Absent this information, how will the hard-working taxpayers be served if there is no evidence that *even more expansions* are justified or fiscally sustainable? Raiding an essential city bus transit system of funding ---to fund an RTD expansion not grounded in proven need--- is a funding fiasco of epic proportions. We need answers to questions when residents ask if this RTD transit expansion is necessary or just a waste of taxpayer dollars. Without clear data about ridership demand to justify increased intercity service, these are valid questions whether these expansions are necessary, efficient, or even lawful.

We remain open to collaborative dialogue, but moving forward, every penny of intercity service expansions must reflect regional input, shared planning, and data-driven governance. No transit dependent community is served by unilateral expansion that excludes city and public input. We respectfully request a written response and full data set no later than one week from today. From there, let's cooperatively deliver essential, and economical, transit to our communities.

Please treat this as a formal public records request under California State Law.

Signed by:

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 Stephen J. Salvatore
 City Manager, City of Lathrop

DocuSigned by:

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 Midori Lichtwardt
 City Manager, City of Tracy

Signed by:

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 James Lindsay
 Acting City Manager, City of Lodi

Signed by:


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 Jaylen French
 City Manager, City of Escalon


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 Toni Lundgren
 City Manager, City of Manteca

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 Steve Colangelo
 Interim City Manager, City of Stockton

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 Steve Pinkerton
 City Manager, City of Mountain House

Signed by:

 3C15CC99B3914A8...
 Kevin Werner
 City Administrator, City of Ripon

cc:

San Joaquin Council of Governments Board
 RTD Board
 Transit Managers (Expanded Area Cities)

Attachment: Proposal for Consideration by RTD in Response to Intercity Transit Services in San Joaquin County, dated March 22, 2019



March 22, 2019

**Proposal for Consideration by RTD
in response to
Intercity Transit Services in San Joaquin County**

The Transit Managers from the Cities of Escalon, Lodi, Manteca, Ripon and Tracy (“Transit Managers”) have met to discuss the San Joaquin Regional Transit District (RTD)’s concern regarding the provision of intercity transit services outside the City of Stockton and unincorporated County areas. As we understand, there is a desire of RTD to have these services funded, in part, by jurisdictions that are outside the District Boundaries.

The Transit Managers agree that, collectively, the cities of Escalon, Lathrop, Lodi, Manteca, Ripon and Tracy (“Expanded Area Cities,” as defined in the 1994 Measure K Master Agreement) should support the intercity system, as the intercity system moves people between our cities and Stockton and was originally created as a result of the Unmet Transit Needs process during the 1993-1994 time period.

The Transit Managers also believe that a redesigned intercity system is paramount towards the success of meeting the needs of the Expanded Area cities following the principles listed below:

1. Connects all seven incorporated cities in the most cost efficient manner possible (*could mean a combination of demand response and/or deviated fixed route*);
2. Integrates with the five municipal operated transit systems and RTD local routes in Stockton and unincorporated County areas;
3. Does not duplicate local municipal operated transit systems or local routes provided by RTD in the City of Stockton or unincorporated County areas;
4. Utilizes all available regional funding as first priority for operational and capital needs;
5. Should operate at the baseline within available regional funding and proportionally based on an equitable formula for cost sharing between **ALL** jurisdictions should regional funding be exhausted; and
6. Should involve the participation of the Transit Managers of the five municipal operated transit systems in the system design and coordination.

Based on a review of the 1994 Measure K Master Agreement and the 2013 Measure K Finance Plan, it is believed that an intercity system can be funded **without** the need for Local Transportation Fund (LTF) support from the Expanded Area Cities.

Using RTD’s factor of \$93.60 per revenue hour of operation, the attached summary proposes an intercity system that would consist of five (5) weekday and three (3) weekend routes, connecting all seven cities, including Modesto. These routes would operate between a span of service on weekdays from 6 a.m. to 8 p.m. and on weekends from 9 a.m. to 5 p.m. at an estimated 19,247 revenue hours per year and at a cost of approximately \$1,801,516.39.

In addition, it is proposed that the Tracy-Mountain House service be operated by the City of Tracy through the TRACER program which would save the County approximately \$40,531 in the first year and utilize regional funding outside of LTF, as the initial unmet transit needs funding is anticipated to be exhausted in FY 19/20.

It is our understanding that through the current Measure K supplemental agreement, RTD is receiving \$1.8 million per year through FY 19/20 to operate the intercity system and that approximately \$200,000 in fare revenue is collected annually on these routes as they exist today.

To that end, and in accordance with the 1994 Measure K Agreement, the Transit Managers would consider the use of other funds (identified in the prioritized list below), as long as adequate performance and cost data demonstrated the need for additional funding above and beyond the current level RTD already receives, as described in the aforementioned paragraph. Those sources of funding (described in more detail in the attached Intercity System Proposal) are as follows:

1. FTA Section 5311 for the rural connections between Escalon and Manteca and Tracy and Lathrop (via Banta);
2. Low Carbon Transit Operations Program (LCTOP);
3. SB 1 State of Good Repair (SGR);
4. State Transit Assistance funds (regional 99313 and 99314); and
5. Modesto Measure K funding as it is available from a sponsoring city eligible for these funds.

The Transit Managers believe that with these future funding sources, which are permanent and sustainable, the use of LTF would no longer be needed from the City of Stockton and unincorporated County Areas to cover the provision of the intercity transit services.

The Transit Managers also believe that option 2 proposed in the LTF White Paper by the San Joaquin Council of Governments (SJCOG) remains the most viable option in regard to addressing the LTF issue. With the intercity system funded through the suggested sources above, consistent with the 1994 Measure K Master Agreement, should cities wish for additional transit services that are “intracity” in nature within the Expanded Area Cities limits, that such Expanded Area City should enter into an agreement with RTD for that service with whatever funding source they choose.

Finally, the Transit Managers remain concerned about RTD’s launch of Van Go and the funding sustainability of the service. While RTD has committed that the funding is secured for one year, the Transit Managers need to have a better understanding of how this service will be sustained and funded into the future. In addition, there needs to be assurances moving forward that there is sufficient funding from the CTSA and unincorporated County LTF to continue this service so that it does not become a future request of the Expanded Area Cities to cover cost overruns of Van Go. Van Go was launched as a new and premium service that could potentially duplicate the intercity system. While it can be a component of the intercity system, It should be at the reduction of a corresponding lower producing intercity deviated fixed route. The Transit Managers do not support sustaining Van Go with regional funding or Expanded Area Cities LTF at the present time until the service can be proven. Should Van Go be the preferred service for addressing intercity needs going forward, Van Go should be considered as a replacement to the intercity system or a supplement to the intercity system within available financial resources that does not require the use of LTF.

cc: Transit Managers of the Cities of Escalon, Lodi, Manteca, Ripon and Tracy
 City of Lathrop City Manager
 San Joaquin County Administrative Officer
 SJCOG Executive Director

Attachment: Summary of Intercity System

Summary of Proposed Intercity System

Proposed Routes

Route 90: Tracy Transit Station to DTC via Lathrop Save Mart, Banta and San Joaquin General Hospital

Route 91: DTC to Modesto Vintage Faire Mall via Ripon Bethany Home and Manteca Transit Center

Route 93: Lodi Station to Hammer Triangle Station

Route 95: DTC to Modesto Vintage Faire Mall via Manteca Transit Center and Escalon Park and Ride Lot

Route 97: Tracy Transit Station to Manteca Transit Center via Lathrop/Louise Road

TRACER Route G: Tracy Walmart to Mountain House

Route 790: Tracy Transit Station to DTC via Lathrop Save Mart, Banta and San Joaquin General Hospital

Route 793: Lodi Station to Hammer Triangle Station

Route 795: DTC to Modesto Vintage Faire Mall via Manteca Transit Center, Escalon Park and Ride Lot and Ripon Bethany Home.

Proposed Funding Stream

Priority	Estimates based on FY 2018-2019 Funding Sources:	
1	Measure K	\$ 1,800,000
2	Fare Revenue	\$ 200,000
3	FTA 5311 (RTD + Escalon)	\$ 428,720
4	99313 LCTOP (Less SJRRC)	\$ 1,034,546
5	99314 LCTOP (Less SJRRC)	\$ 137,177
6	99313 State of Good Repair (Less SJRRC)	\$ 877,991
7	99314 State of Good Repair (Less SJRRC)	\$ 97,998
8	99313 STA (Less SJRRC)	\$ 4,191,872
9	99314 STA (Less SJRRRC)	\$ 639,056
	Potential Revenue Available	\$ 9,407,360

Current and Proposed Costs

Using RTD's rate of \$93.60, which includes NEXT rate of \$52.15 per revenue hour.

Mountain House assumes TRACER's rate of \$41.13, which includes Ride Right's rate of \$36.13 per revenue hour.

Summary								
Weekday	(251 days)							
Route	Current	Proposed	Difference	Current Cost	Proposed Cost			
23	16.45	-	(16.45)	\$ 386,469.72	\$ -			
90	19.57	16.00	(3.57)	\$ 459,769.75	\$ 375,897.60			
91	16.41	9.23	(7.18)	\$ 385,529.98	\$ 216,845.93			
93	14.25	13.42	(0.83)	\$ 334,783.80	\$ 315,284.11			
95	-	11.28	11.28	\$ -	\$ 265,007.81			
97	5.77	16.00	10.23	\$ 135,558.07	\$ 375,897.60			
Total	72.45	65.93	(6.52)	\$ 1,702,111.32	\$ 1,548,933.05			
Weekend	(107 days)							
Route	Current	Proposed	Difference	Current Cost	Proposed Cost			
723	15.44	-	(15.44)	\$ 154,634.69	\$ -			
790	-	7.83	7.83	\$ -	\$ 78,419.02			
793	-	8.42	8.42	\$ -	\$ 84,327.98			
795	-	8.97	8.97	\$ -	\$ 89,836.34			
797	15.03	-	(15.03)	\$ 150,528.46	\$ -			
Total	30.47	25.22	(5.25)	\$ 305,163.14	\$ 252,583.34	Intercity Annual Hours		
						Current	Proposed	
			Total Cost	\$ 2,007,274.46	\$ 1,801,516.39	21,445.24	19,246.97	
Mountain House (251 days)								
Route	Current	Proposed	Difference	Current Cost	Proposed Cost	Mountain House Annual Hours		
99	15.48	10.08	(5.40)	\$ 363,680.93	\$ 104,062.19	Current	Proposed	
<i>*Includes \$5.00 per hour for fuel.</i>						3,885.48	2,530.08	
		RTD Share	95%	\$ 345,496.88	\$ 98,859.08			
		Tracy Share	5%	\$ 18,184.05	\$ 5,203.11			

Since the financial plan of Van Go is not known, the costs of Van Go is not included.