



# PCTPA SRTP Final Task 5 Financial Analysis and Forecast and Phasing Plan Memo

**To:** Mike Costa, Placer County Transportation Planning Agency and Cory Peterson, Placer County Transportation Planning Agency

**From:** WSP

**Date:** June 12, 2025

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## 1. Introduction

This memo summarizes the work completed for Task 5 – Financial Analysis and Forecast and Phasing Plan of the Placer County Transportation Planning Agency’s (PCTPA) Short-Range Transit Plan. The task involves developing a memo that includes order-of-magnitude estimations of costs and ridership that are updated from the estimations in PCTPA and Roseville Transit’s Comprehensive Operational Analyses (COA). The memo also includes a phasing plan with recommendations of when to implement the COA service changes and associated capital requirements identified in Task 3 – Capital Requirements. These changes are grouped into near-term (Fiscal Year (FY) 2025-2026 to 2027-2028), mid-term (FY 2028-2029 to 2029-2030), and long-term (FY 2030+) timeframes.



## 2. Cost Estimates and Funding Scenarios

As part of PCTPA's COA, the project team developed FY 2023-2024 cost estimates for the proposed service changes that were based off FY 2022-2023 financial data. Table 1 shows the updated estimates, with the cost estimates representing a six percent increase to account for inflation. Ridership numbers are the same as those used in the PCTPA COA because the COA ridership estimates were based on detailed ridership statistics that are not currently available (i.e., by day type, time of day, and route segment). It should be noted that the proposal from the COA to discontinue one round trip on Route 60 will not be included in the SRTF due to a continuing increase in ridership on the route as return to office numbers increase. Also, updated cost and ridership estimates are not shown for the COA's proposed Auburn OnDemand service span adjustment and service area modification because those changes were implemented shortly after completion of the COA.

Table 1: Placer County Transit Operational Cost and Ridership Estimates

Service	Recommended Service Changes	Estimated Change in Annual Operating Cost (2025 \$)	Estimated Change in Annual Boardings
Route 10	Improve headways from 60 minutes to 30 minutes weekdays between 9:00 AM and 12:00 PM	\$0.2 million	14,673
	Realign westbound routing to serve Taylor Road Park and Ride and add stops in each direction at the Park and Ride	<\$0.1 million	1,251
Route 20	Split route at the Roseville Galleria and realign routing to expand service coverage in west Rocklin	\$0.1 million	11,807
Route 30	Extend route from Auburn's Nevada Station to central Auburn	<\$0.1 million	5,385
Route 40	Add one round trip	\$0.1 million	1,017
Route 50	Convert route and deviation area to a Dial-A-Ride zone	\$0	0
	Reduce weekday service span from 12 hours to 9.5 hours	(\$0.1 million)	(253)
	Discontinue Saturday service	(<\$0.1 million)	(260)
Route 60	Discontinue route between Auburn and Colfax	(\$0.1 million)	(189)
Route 70	Extend route Along 1 <sup>st</sup> Street to Joiner Parkway and from Twelve Bridges to the Park-and-Ride lot on Industrial Avenue	<\$0.1 million	1,143
Granite Bay Dial-A-Ride	Reimburse Roseville Transit to serve Granite Bay with Arrow during limited weekday midday hours	\$0	0
Lincoln Dial-A-Ride	Add weekday vehicle service hours	\$0.1 million	1,518
<b>Total</b>		<b>\$0.4 million</b>	<b>36,092</b>

Roseville Transit also developed cost and ridership estimates as part of their COA. Table 2 shows updated values, with the totals reflecting a five-year average increase for both costs and ridership.



Table 2: Roseville Transit Operational Cost and Ridership Estimates

Service	Recommended Service Changes	Estimated Change in Annual Operating Cost (2025 \$)	Estimated Change in Annual Boardings
Commuter Routes	Serve five AM trips from the Taylor Road/Sunsplash Park and Ride and five AM trips from the Mahany Park and Ride	\$0.2 million	11,674
Local Routes	Implement 30-minute frequencies for all routes (except Route 2 and Route 6)	\$0.4 million	3,606
	Eliminate Routes C/F, L, and R		
	Implement Routes 4 and 6 (peak-only)		
	Eliminate Routes A/B and E		
	Implement Route 3		
	Eliminate Routes D, S, and M (Including the M deviation)		
Arrow	Implement three zones	\$0.5 million	10,056
	Implement existing PCT Granite Bay Dial-A-Ride service area into Zone 3		
RapidLink*	Implement pilot service	\$1.7 million	78,406
ADA	Adjust service to complement new Arrow zones	\$0.3 million	7,798
<b>Total</b>		<b>\$3.2 million</b>	<b>111,540</b>

\*RapidLink is being funded through a dedicated external grant that is separate from Roseville Transit's operating budget.



### 3. Phasing Plan

The project team worked with the three agencies to propose the general timing of when the capital and operational changes are anticipated to be implemented. These changes are grouped into three phases: near-term (FY 2025-2026 to FY 2027-2028), mid-term (FY 2028-2029 to FY 2029-2030), and long-term (FY 2030+). Two scenarios were also developed for each agency, one which reflects the proposed changes as part of PCTPA and Roseville Transit’s COA and the other reflecting changes that are not proposed at this time but were analyzed as part of the COA process and would be worth investigating more if funding becomes available. All long-term changes (FY 2030+) shown below are included in Scenario 2.

Table 3 shows the financial plan and proposed phasing for implementing Auburn Transit changes. Most operational changes proposed in the COA have already been implemented and are not shown. Staff are in discussions with PCT to determine where and when Auburn OnDemand should provide service to Sutter Urgent Care – Auburn.

Table 3: Auburn Transit Phasing Plan

Phase	Capital Changes	Estimated Capital Costs	Operational Changes	Estimated Change Annual Operational Costs
Near-Term (FY 2025-2026 to FY 2027-2028)	Install electric charging infrastructure at the Nevada Street Station	\$1.6 million	Provide service to Sutter Urgent Care – Auburn	\$0
	Install electric charging infrastructure at the City Corporation Yard	\$0.6 million		
Mid-Term (FY 2028-2029 to FY 2029-2030)	N/A	N/A	N/A	N/A
Long-Term (FY 2030+)*	Acquire additional vehicles	\$0.2 million	N/A	N/A

\*The operational changes are part of Scenario 2.

Table 4 shows the financial plan and proposed phasing for implementing PCT changes. Funding is mostly available for the changes proposed in the near-term, however increases to frequencies or service spans will require more time to identify funding and necessary fleet changes. Extending Route 30 to central Auburn will require further analysis of specific routing due to the nature of the street network in that area, while making further adjustments to Route 50 should take place after the initial conversion to a Dial-A-Ride zone takes place to determine impacts on ridership. Improving frequencies on Route 10 should be further analyzed following the completion of the RapidLink pilot project to determine the impact on ridership.

Table 4: Placer County Transit Phasing Plan

Phase	Capital Changes	Estimated Capital Costs	Operational Changes	Estimated Change in Annual Operational Costs
Near-Term (FY 2025-2026 to FY 2027-2028)	Lincoln Park-and-Ride bus stop amenities and charging infrastructure	\$0.2 million	Route 10 – realign westbound routing to serve Taylor Road Park and Ride and add stops in each direction at the Park and Ride	<\$0.1 million
	Roseville Galleria on-street charging infrastructure	\$3.0 million	Route 20 – split route at the Roseville Galleria and realign routing to expand	\$0.1 million



Phase	Capital Changes	Estimated Capital Costs	Operational Changes	Estimated Change in Annual Operational Costs
	Add/modify bus stops to serve new routes	\$3.9 million	service coverage in West Rocklin	
			Route 50 – convert route and deviation area to a Dial-A-Ride zone	\$0
			Route 60 – discontinue route between Auburn and Colfax	(\$0.1 million)
	Replace vehicles 1510, 1511, 1512, 1513, 1514, 1515, 1520, 1523, 1724, 1725, 0805, 0809, and add two demand response vehicles	\$11.4 million	Route 70 – extend route along 1 <sup>st</sup> Street to Joiner Parkway and from Twelve Bridges to the Park-and-Ride lot on Industrial Avenue	<\$0.1 million
			Reimburse Roseville Transit to serve the existing Granite Bay Dial-A-Ride zone	\$0
Incorporate a regional account-based ticketing system that may be provided by a vendor like Masabi	\$0.2 million			
Mid-Term (FY 2028-2029 to FY 2029-2030)	Colfax Station charging infrastructure	\$1.5 million	Route 30 – extend route from Auburn’s Nevada Station to central Auburn	<\$0.1 million
	Rocklin Station charging infrastructure	\$1.5 million	Route 40 – add one round trip	\$0.1 million
	Twelve Bridges bus stop charging infrastructure	\$1.5 million	Route 50 – reduce weekday service span from 12 hours to 9.5 hours	(\$0.1 million)
	Add two local buses	\$3.0 million	Route 50 – discontinue Saturday service	(<\$0.1 million)
Long-Term (FY 2030+)*	Maintenance facility charging infrastructure	\$10.0 million	Route 10 – improve headways from 60 minutes to 30 minutes weekdays between 9:00 AM and 12:00 PM	\$0.2 million
			Lincoln Dial-A-Ride – add weekday service hours	\$0.1 million
			Coordinate with Roseville Transit to expand demand response service to the Placer One Area	\$0.2 million
			Coordinate with Roseville Transit to expand demand response service to Placer Vineyards and Cook-Riolo/Vineyard Corridor	\$0.2 million

\*The operational changes are part of Scenario 2.

Table 5 shows the expected phasing for capital and operational changes to Roseville Transit services. As indicated in their COA and discussions with staff, all changes are expected to be completed within the near-



term (FY 2025-2026 to FY 2027-2028), with the changes to commuter route service taking place in April 2025. It should be noted that changes to the local routes and Arrow service cannot be implemented until the agency completes its transition to a new Computer-Aided Dispatch/Automatic Vehicle Location system from Tripshot and contactless payment system via Kuba utilizing LittlePay and Masabi backend software.

Table 5: Roseville Transit Phasing Plan

Phase	Capital Changes	Estimated Capital Costs	Operational Changes*	Estimated Change in Annual Operational Costs
Near-Term (FY 2025-2026 to FY 2027-2028)	Bus stop shelter replacement	\$1.1 million	Implement 30-minute frequencies for all routes (except Route 2 and Route 6)	\$0.4 million
			Eliminate Routes C/F, L, and R	
			Implement Routes 4 and 6 (peak-only)	
	Eliminate Routes A/B and E			
	Louis Orlando and Roseville Galleria electric charging infrastructure	\$5.0 million	Implement Route 3	
	Roseville Corporation Yard charging infrastructure	\$3.5 million	Eliminate Routes D, S, and M (including the M deviation)	
			Implement Routes 1, 2 (60-minute frequencies), and 5	
	Replace seven commuter buses and add one, replace four local buses, and add five RapidLink buses	\$18.7 million	Implement RapidLink pilot service	\$1.7 million
			Implement Arrow three zones	\$0.5 million
			Implement existing PCT Granite Bay Dial-A-Ride zone into Zone 3 Arrow service area (pending agreement with PCT)	
Adjust ADA service to complement new Arrow zones			\$0.3 million	
Install Kuba hardware and implement LittlePay software	\$0.2 million	Serve five AM trips from the Taylor Road/Sunsplash Park and Ride and five AM trips from the Mahany Park and Ride	\$0.2 million	
Mid-Term (FY 2028-2029 to FY 2029-2030)	N/A	N/A	N/A	N/A
Long-Term (FY 2030+) <sup>†</sup>	N/A	N/A	Implement 30-minute frequencies on Route 2	\$0.3 million
			Implement new fixed route to Westpark with 30-minute frequencies	\$0.6 million
			Coordinate with PCT to expand demand response service to the Placer One Area	\$0.2 million
			Coordinate with PCT to expand demand response	\$0.2 million



Phase	Capital Changes	Estimated Capital Costs	Operational Changes*	Estimated Change in Annual Operational Costs
			service to Placer Vineyards and Cook-Riolo/Vineyard Corridor	

*\*These changes are part of Phase 2, Phase 3, and Phase 4 from Roseville Transit's Comprehensive Operational Analysis implementation plan. Completion of these changes are dependent on Roseville Transit implementing their Computer-Aided Dispatch/Automatic Vehicle Location system from Tripshot and contactless payment system via Kuba utilizing LittlePay and Masabi backend software.*

*†The operational changes are part of Scenario 2.*

The project team worked with the three transit agencies to identify gaps between the cost estimates shown above and estimated revenue for the five-year lifespan of the SRTP. Table 6 shows the results of this analysis. Based on discussions with the transit agencies, the operating and capital revenues are combined. Also, projected revenues are held constant over the next five years as a baseline forecast. This is due to the year-to-year changes the agencies experience in determining funding sources and amounts and how revenues will be distributed between operating and capital expenditures. Finally, state and federal funding sources could change from current amounts. For example, revenue from the state's diesel tax has decreased over the past few years and federal American Rescue Plan Act of 2021 funding to address the impact of the pandemic will no longer be available. It is important to note that the numbers below are estimates and reflective of what was accurate at the completion of the SRTP. Additionally, for the purpose of addressing Senate Bill (SB) 125 funding requirements, the five-year budgetary forecast accounts for the SB 125 funding used to support some of the capital expenses projected for the three transit operators over the five-year period, which is included in the state funding revenues identified for each agency. No SB 125 funding will be used to support operating expenses for any of the transit agencies.

As described in the beginning of this section, two funding scenarios were developed by the project team, Scenario 1 which reflects the proposed changes as part of the PCTPA and Roseville Transit COA and Scenario 2 which reflects changes that are not proposed at this time but were analyzed as part of the COA process and would be worth investigating more if funding becomes available. As shown in Table 6, all long-term changes (FY 2030+) from the previous section shown below are included in Scenario 2. There are no differences in Scenario 1 and Scenario 2 for Auburn Transit since they are not anticipating any operating or capital changes that do not have funding at this time. While the revenues and costs balance out for Auburn Transit and Roseville Transit, there is a funding shortfall to meet anticipated capital and operational costs for PCT. To close that gap, additional Local Transportation Fund (LTF) dollars or other sources of funding need to be secured.



Table 6: Five-Year Cost and Revenue Projections

Agency	Item	FY 2025-2026	Near-Term	FY 2027-2028	Mid-Term	Long-Term		
			FY 2026-2027		FY 2028-2029	FY 2029-2030	FY 2030+	
Auburn Transit	Operating and Capital Revenues	Federal (Federal Transit Administration (FTA) 5311 funds)	\$0.1 million	\$0.1 million	\$0.1 million	\$0.1 million	\$0.1 million	
		State (Low Carbon Transit Operations Program (LCTOP), State Transit Assistance (STA), State of Good Repair, and SB 125)	\$0.5 million	\$0.5 million	\$0.5 million	\$0.5 million	\$0.5 million	\$0.5 million
		Local (LTF, fares, Transportation Development Act ¼ cent sales tax revenue)	\$0.8 million	\$1.8 million	\$0.2 million	\$0.2 million	\$0.3 million	\$0.3 million
		Total	\$1.4 million	\$2.4 million	\$0.8 million	\$0.8 million	\$0.9 million	\$0.9 million
	Operating Costs	Scenario 1	\$0.8 million	\$0.8 million	\$0.8 million	\$0.8 million	\$0.8 million	\$0.8 million
		Scenario 2	\$0.8 million	\$0.8 million	\$0.8 million	\$0.8 million	\$0.8 million	\$0.8 million
	Capital Costs	Scenario 1	\$0.6 million	\$1.6 million	\$0	\$0	\$0.1 million	\$0.1 million
		Scenario 2	\$0.6 million	\$1.6 million	\$0	\$0	\$0.1 million	\$0.1 million
PCT	Operating and Capital Revenues	Federal (FTA Section 5307, FTA Section 5311, and Coronavirus Aid, Relief, and Economic Security (CARES) Act)	\$2.8 million	\$2.8 million	\$2.8 million	\$2.8 million	\$2.8 million	\$2.8 million
		State (LTF, STA, State of Good Repair, Regional Surface Transportation Program, LCTOP, and SB 125)	\$5.5 million	\$5.5 million	\$5.5 million	\$5.5 million	\$5.5 million	\$5.5 million
		Local (fares, aid from other agencies, and reimbursement from Tahoe Truckee Regional Transportation)	\$3.0 million	\$3.0 million	\$3.0 million	\$3.0 million	\$3.0 million	\$3.0 million
		Total	\$11.3 million	\$11.3 million	\$11.3 million	\$11.3 million	\$11.3 million	\$11.3 million
	Operating Costs	Scenario 1	\$10.0 million	\$10.0 million	\$10.0 million	\$10.0 million	\$10.0 million	\$10.0 million
		Scenario 2	\$10.0 million	\$10.0 million	\$10.0 million	\$10.0 million	\$10.0 million	\$10.7 million
	Capital Costs	Scenario 1	\$17.8 million	\$3.9 million	\$0	\$7.5 million	\$0	\$10.0 million
		Scenario 2	\$17.8 million	\$3.9 million	\$0	\$7.5 million	\$0	\$10.0 million
Roseville Transit	Operating and Capital Revenues	Federal (FTA 5307 (operations and capital) and 5339 (capital) funds) <sup>1</sup>	\$10.8 million	\$2.0 million	\$2.0 million	\$2.0 million	\$2.0 million	\$2.0 million
		State (STA, LCTOP, State of Good Repair, and SB 125) <sup>2</sup>	\$17.7 million	\$1.7 million	\$1.7 million	\$0	\$0	\$0
		Local (LTF, fares, reimbursement agreements, developer fees, and advertising)	\$8.8 million	\$5.6 million	\$5.7 million	\$5.9 million	\$6.2 million	\$7.8 million
		Total	\$37.3 million	\$9.3 million	\$9.4 million	\$7.9 million	\$8.2 million	\$9.8 million
	Operating Costs <sup>3</sup>	Scenario 1	\$8.8 million	\$9.3 million	\$9.4 million	\$7.9 million	\$8.2 million	\$8.5 million
		Scenario 2	\$8.8 million	\$9.3 million	\$9.4 million	\$7.9 million	\$8.2 million	\$9.8 million
	Capital Costs	Scenario 1	\$28.5 million	\$0	\$0	\$0	\$0	\$0
		Scenario 2	\$28.5 million	\$0	\$0	\$0	\$0	\$0

<sup>1</sup> Federal funding may require local match.

<sup>2</sup> Available Local Transportation Fund dollars will be used to concurrently support any projects receiving Senate Bill 125 funds.

<sup>3</sup> RapidLink costs only shown for the three-year duration of the pilot.