Janesville Area
2015-2050 Long Range Transportation Plan

Transit Section Executive Summary
DRAFT: February 26, 2016

INTRODUCTION AND PURPOSE

The Transit Section of the Long Range Transportation Plan describes the existing conditions of JTS, long term goals and objectives, and looks at potential development and socioeconomic changes that may affect future ridership, revenue, or service areas over the next 30 years. The ultimate planning tool for the operation of JTS is the TDP process, which occurs approximately every five years and examines the existing conditions of the transit system and develops detailed operational recommendations for the next five years. This planning process and planning period is much better suited to respond to changes in the transit environment versus the 30 year planning horizon of the Long Range Plan. The Long Range Plan therefore must focus on a more global picture of the regional transit issues of the Janesville Area MPO.

GOALS AND OBJECTIVES

The goals and objectives for the Janesville Transit System were initially defined in 1981 and have been updated periodically as the transit system and city policy toward the system have evolved over the past three decades. The system goals and objectives are an integral part of the City of Janesville's Comprehensive Plan and are considered during development review, street and highway reconstruction, and neighborhood-level planning. These goals reflect the long term vision for JTS, although it is expected that JTS's goals and objectives will continue to be modified as the transit operating environment and the perceived need and goals for transit service by the city's policymakers' change. As elements of the City's comprehensive plan are updated, JTS's focus will be continually refined and more closely defined. It is anticipated that emphasis will continue to be placed on providing accessible, efficient transit service for transit-dependent persons, particularly senior citizens, disabled persons, and children. JTS will also focus on aligning routes to adequately serve major employment, education, and health care centers, and identify and respond to changes in ridership.

Operations, schedules and capital improvement standards have also been developed to meet goals and objectives set forth by JTS. One of these standards is to evaluate the route and schedule structure every five years, modify unproductive route segments and hours of service to match service with demand or areas of high transit potential, identify the fiscal resources needed to operate the system, identify the resources that are available to meet those needs, and adjust service levels as necessary to stay within the fiscal constraints of the funding sources. This evaluation typically takes place every five years though the TDP process.

The goals of JTS reflect the system's efforts to provide efficient, reliable service with focus on serving transit dependent individuals. The goals for JTS were initially established with the 1982 Transit Development Plan. These goals have been evaluated and modified with each update of the Transit Development Plan and the Long Range Transportation Plan. The following list identifies the ongoing goals of the JTS.

GOAL: Develop a multi-modal transportation network within the Janesville Metropolitan Planning area that accommodates all modes of transportation and recreation and provides for the safe, efficient movement of people and goods.

OBJECTIVES:

- To promote the role of public transit in the overall Janesville community transportation system.
- To maintain a fiscally sound public transit system as a vital service worthy of public support similar to that provided for other basic City services.
- To serve the public transportation needs of senior citizens, disabled persons, youth, and major employment centers in an efficient, safe, comfortable, and reliable manner as defined by industry standards.
- To comply with all regulations and mandates set forth by the Federal Transit Administration and the Wisconsin Department of Transportation.

EXISTING CONDITIONS

JTS provides fixed route and paratransit services in the City of Janesville and between the cities of Janesville and Beloit. JTS operates seven fixed routes, provides 'Nightside' service on three deviated fixed routes and provides 'curb-to-curb' paratransit service to ADA-eligible passengers who are unable to use the fixed route bus system due to physical or cognitive disabilities. ADA paratransit service covers all locations within the City of Janesville and within ¾ of a mile of a JTS fixed routes in fringe areas.

Table 1: JTS FREQUENCY AND SPAN OF SERVICE

Route	Weekday		Saturday	
	Frequency	Span	Frequency	Span
Regular Routes				
West Court Street	30	6:15 AM - 6:15 PM	30	8:45 AM - 6:15 PM
Kellogg Avenue	30	6:15 AM - 6:15 PM	30	8:45 AM - 6:15 PM
Milton Avenue	30	6:15 AM - 6:15 PM	30	8:45 AM - 6:15 PM
East Milwaukee Street	60	6:15 AM - 6:15 PM	60	9:15 AM - 6:15 PM
Wright Road	30	6:15 AM - 6:15 PM	30	8:45 AM - 6:15 PM
Nightside Routes				
Nightside-West	60	6:15 PM - 10:15 PM	N/A	N/A
Nightside-East	60	6:15 PM - 10:15 PM	N/A	N/A
Milton Avenue Nightside	60	6:15 PM - 10:15 PM	N/A	N/A
Regional Route				
Beloit-Janesville Express	60	6:00 AM - 6:15 PM	N/A	N/A

Source of Data: JTS

Nightside service continues approximately the same coverage as the regular routes from 6:15 PM until 10:15 PM on weekdays. The three routes operate on 60-minute headways with one bus each. Below is a description of each of the Nightside routes:

- *Milton Avenue Nightside* – The route structure is the same as the regular Milton Avenue route.

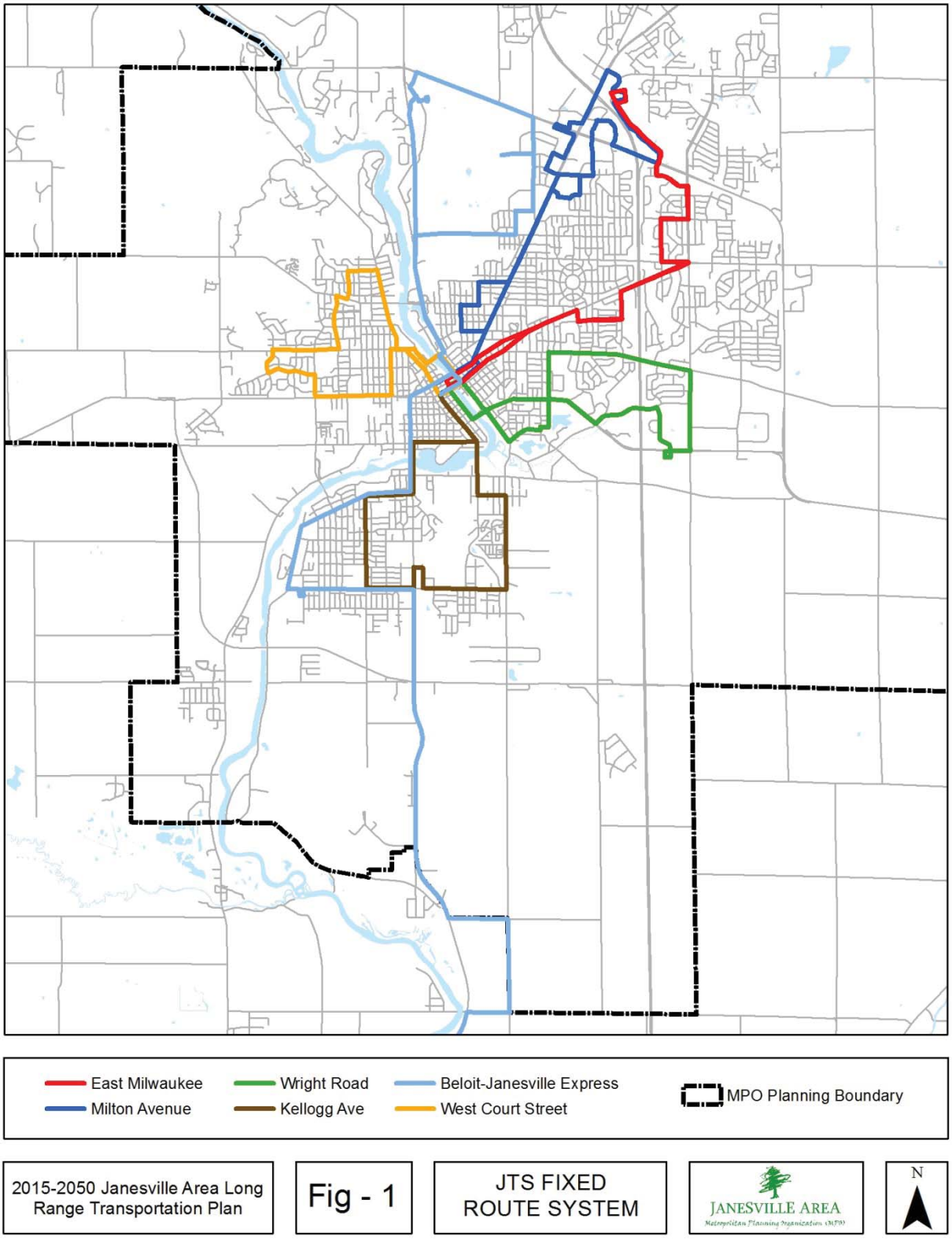
- *Nightside East* – This route is a combination of the East Milwaukee and Wright Road regular routes.

- *Nightside West* – This route is a combination of the West Court Street, and Kellogg Avenue regular routes.

Below is a description of the intercity route:

The Beloit-Janesville Express route is a joint-venture between JTS and the Beloit Transit System (BTS) and provides transfer ability to both of the local systems. The route extends as far north as the Rock County Institutions on Highway 14 north of Janesville to as far south as the Beloit Transfer Center. Major trip generators served include the Rock County Complex, Riverfront, the JTS Downtown Transfer Center, UW Rock County, the Rock County Job Center, Kandu Industries, Rock Valley Community Programs, Blackhawk Technical College, and the Eclipse Center.

Figure 1: JTS FIXED ROUTE SYSTEM



Service Areas

The Janesville Transit System serves a balance of the city's primary residential, commercial, and industrial clusters in addition to schools, public institutions and recreational facilities starting from the downtown transfer center and branching out into the surrounding areas. Extra service routes further extend routes into the general areas of Wuthering Hills on the east side and Memorial Drive to the north that primarily serves Janesville middle and high school students.

The commercial areas are well-served by the JTS transit routes operating along major City arterials (Milton Avenue/USH 14/I-90 interchange, West Court Street, Center Avenue, East Milwaukee Street at Wright Road, and the central business district). Transit routes have been modified to respond to the demands of future commercial growth in the northeast.

Industrial development is concentrated in several clusters, including the Kennedy Road area west of Milton Avenue and an area on the west side between West Court Street and the Rock River. Much of these areas are served by JTS. Bus service is provided to the south side and former GM area by the Kellogg Avenue route and to the west side by the West Court Street route. The Wright Road route serves Blain Supply and other light industries near Wright Road. Kennedy Road is served by the Milton Avenue route and the BJE, however, many of the industries north of HWY 14 are beyond convenient walking distance from a bus stop.

Revenue and Expenditures

JTS finances are made up of its capital and operating expenses and its revenue sources. Regular service makes up the largest single piece of the budget at 33%. When all fixed route services are considered together, they comprise 35% of the budget. General administration and maintenance together make up more than half (54%) of the total budget while paratransit service only contributed 1% in the budget.

Table 2: OPERATING EXPENSE SUMMARY 2015

EXPENSE OBJECT CLASS	2015 Budget	% of Budget
General Administration	$814,643	23%
Maintenance	$1,101,682	31%
Regular Service	$1,203,331	33%
Tripper Service	$78,558	2%
Paratransit Service	$66,627	2%
Nightside Service	$150,524	4%
Janesville-Milton-Whitewater Service	$185,562	5%
TOTAL OPERATING EXPENSES	$3,600,927	100%

(Due to rounding, may not equal 100%)

The largest single source of revenue is federal assistance with 31% of total revenue, with total assistance contributing 81% of the total revenue. Farebox revenue makes up 14% of the total revenue and the BJE Sponsorship, Janesville-Milton-Whitewater Sponsorship, and Advertising contributing 3%, 1%, and 1%, respectively.

Table 3: REVENUE SUMMARY 2015

REVENUE SOURCE	2015 Budget	% of Budget
Federal Operating Assistance	$1,116,300	31%
State Assistance	$895,200	25%
Local Assistance	$907,262	25%
Farebox	$501,719	14%
Advertising	$25,000	1%
BJE Sponsorship	$91,200	3%
Janesville-Milton-Whitewater Sponsorship	$49,246	1%
Miscellaneous	$15,000	0%
TOTAL OPERATING REVENUES	$3,600,927	100%

(Due to rounding, may not equal 100%)

PUBLIC PLANNING PROCESS

In May 2015, the JTS bus service was surveyed as part of the public participation program to determine changes in ridership demographics and trip behavior since the last survey was conducted back in 2012. The Beloit-Janesville Express (BJE) and the Janesville-Milton-Whitewater Express (JMW) were not surveyed due to similar on-board survey findings from previous years. The survey found that the introduction of the Youth Token Program has been a major success. Youth ridership has increased significantly and Youth Token payments were the highest percentage of any payment types in line with the higher than normal rates of youth ridership.

The JTS ridership demographics are strikingly different than that of the general population of Janesville. The survey also found that there is an almost perfect inverse relationship between the annual family income of ridership respondents and the general population of Janesville (Figure 9). As a whole, half of the Janesville population earns more than $50,000 annually compared to JTS riders who are on the opposite end of the spectrum with almost half earning $10,000 or less annually. Figure 8, shows that differences within the JTS ridership demographics exist as well with a majority of riders being of Caucasian descent, however, more than half of youth riders identified themselves as ethnic minorities or mixed race. Overall, a higher percentage of ethnic minorities ride the JTS bus system compared to the City as a whole.

Figure 2: BREAKDOWN OF ETHNICITY OF RESPONDENTS AND THE CITY OF JANESVILLE

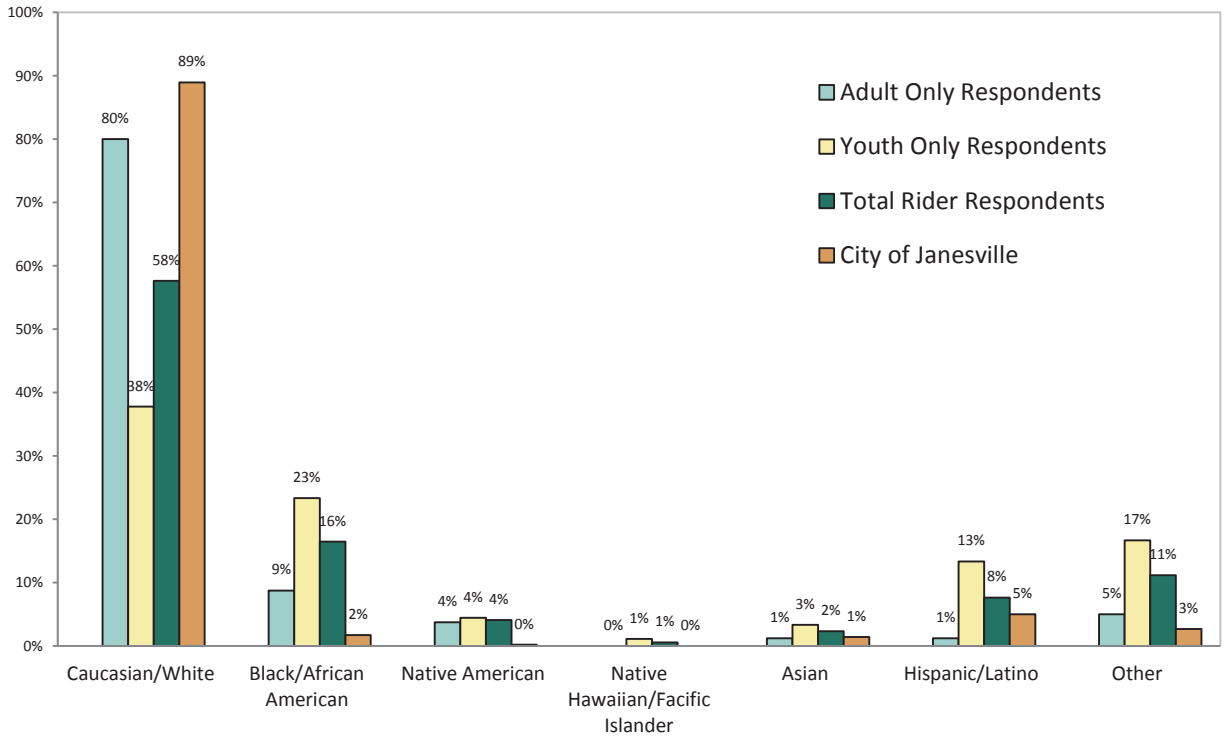
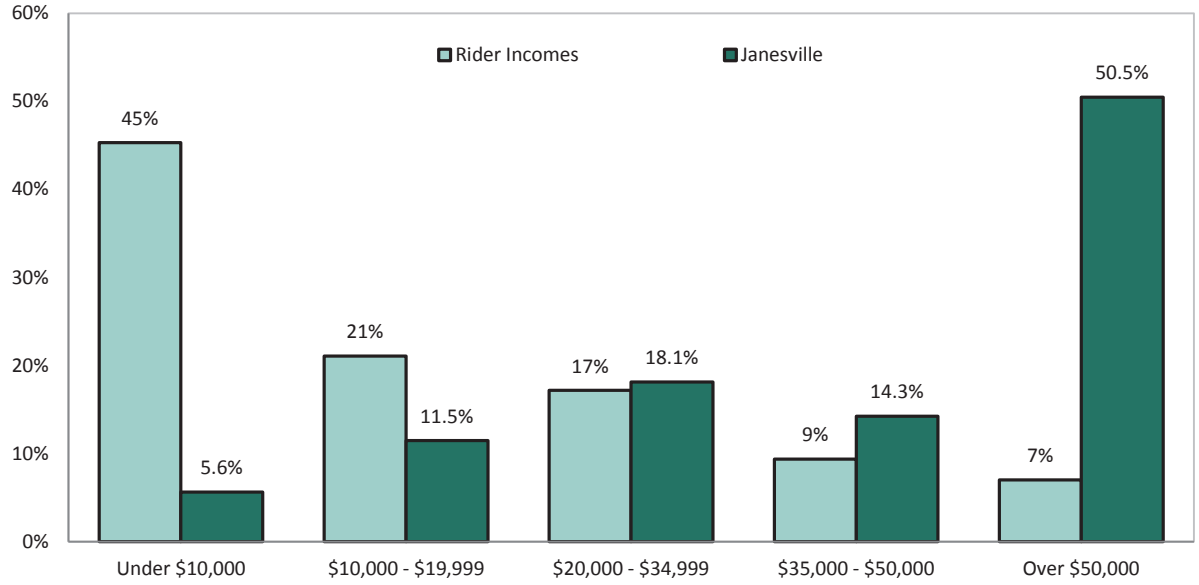


Figure 3: RIDERSHIP TOTAL ANNUAL FAMILY INCOME RELATIVE TO THE CITY OF JANESVILLE



An important aspect of JTS is how well it meets the demands and needs of its riders. For youth, JTS is primarily used to get to school compared to worksites for adults. More riders utilize the JTS 10 or more times per week as compared to the 2012 data. The distances traveled for riders to reach the bus, and from the bus to their destination, are within a reasonable walking distance. The survey also found that riders are utilizing bus drivers as their primary source of JTS information. The majority of riders surveyed have access to various online peripherals such as a PC from home or school, cellphone or tablet. The development of online applications (Apps) to access JTS information is recommended to provide easier access to information and reaching potential riders.

Southeast Business Survey

There is no immediate plan to extend service into the south side industrial area. However, there are some needs for service based on a selection of surveyed employers. This area and other areas will require further analysis in a future TDP to determine if the employment density meets a minimum threshold to justify the expenditure necessary to add service. In addition, the TDP process is better suited to analyze the cost benefits of various route alignments and other alternatives such as deviated routes and shared ride taxi service, to serve high growth areas in the future. Recommended next steps to study service to the area are included in the Implementation section of the Plan.

PERFORMANCE TARGETS AND INDICATORS

Draft performance targets (Table 20) were developed for the Janesville Area MPO to meet the spirit of MAP-21 and the recently passed FAST Act. The target setting process involved the analysis of trends and past performance in the MPA, examined transit issues contained in Section 7 of this Plan, and considered available data sets for measuring progress.

Table 4: DRAFT PERFORMANCE TARGETS AND INDICATORS

Target	*Indicator*	*Data Source*	*Data Frequency*	*Justification*
Economic Vitality				
.8% increase in ridership annually	# annual unlinked passenger trips	JTS	Annual	.6% is actual average
Safety and Security				
Less than 5 preventable accidents per year	Number of preventable accidents in a year	JTS	Annual	Average of 5 2010-2014
Accessibility and Mobility				
Service within ¼ mile of at least 90% of the populated areas within JTS service area	Using GIS, analyze Census block data & transit routes	MPO	Annual	JTS standard since 2005
Service 6:15am - 6:15pm M-F; 8:45am – 6:15pm Sat; headways 60 min or less for regular service	Revenue hours of service	JTS	5 years, examined with TDP	JTS standard since 2005
Protect and Enhance the Environment				
Convert JTS bus fleet to CNG by 2035	Bus fleet	JTS	Variable	Financial Plan
Integration and Connectivity				
100% of public transit buses equipped with bike racks by 2025	# or % of buses without bike racks	JTS	Variable	Aging buses to be replaced within 10 years
Efficiency and Preservation				
Cost per vehicle mile less than or equal to rate of inflation	Operating expense/vehicle revenue mile (fixed)	JTS	5 years	
Cost per hour less than or equal to rate of inflation	Operating expense/vehicle revenue hour(fixed)	JTS	5 years	
Average age of fleet less than 10 years	Average age of bus fleet	JTS	5 years	
Spare ratio not to exceed 20% of fleet	ratio of inactive fleet vehicles to active	JTS	5 years	Industry standard

PROJECTED REVENUE & FUNDING SOURCES

Projected operating costs for the Janesville Transit System are provided in Table 6. Operating expenses listed in Table 6 are based on needs identified by JTS staff, the 2015 budget, and the 2015-2020 TIP. The expense estimates assume that no major alterations will be made to the existing route structure. It is projected that operating expenses will increase at a rate of 3% per year after 2015 to cover inflationary costs of providing service.

For this plan, WisDOT provided six year projections for federal and state operating assistance based on the previous six year STIP, and the projections assume a maximum 1% annual increase. Federal capital projections are based on the 2014 apportionment of Section 5339 FTA capital assistance program for the Janesville urbanized area. The Janesville area's 2015 apportionment is $125,255, and may be expected to increase by a maximum of 1% over the next six years. See Table 5 for WisDOT 2015 assistance estimates.

Table 5: JANESVILLE MPO 2015 REVENUE ESTIMATES BY PROGRAM

Source	2015 Estimate
Federal Operating Assistance Sec. 5307	$1,173,426
Federal Capital Assistance Sec. 5339	$125,255
State Operating Assistance Sec. 85.20	$884,600

If WisDOT projections come to pass, the local share of expenses will need to increase at a rate of 2% per year in order to maintain service levels. This may be possible in the short term, but local levy limits and other financial constraints at the local level will soon burden the City of Janesville. Table 6 shows operating expenses and estimated revenue and assistance based on these projections and assumptions.

Table 6: JTS OPERATING EXPENSES & ESTIMATED ASSISTANCE 2015-2050

	Period Total	Operating Expense Annual Average	*Local Period Total*	*Local Annual Average*	*Operating Assistance Period Total*	*Operating Assistance Annual Average*	Total Operating Assistance Share
2016-2020	$ 19,496,833	$ 3,899,367	*$ 9,374,293*	*$ 1,874,859*	*$ 10,122,540*	*$ 2,014,552*	51.9%
2021-2030	$ 48,804,287	$ 4,880,429	*$ 26,983,814*	*$ 2,698,381*	*$ 21,820,473*	*$ 2,182,047*	44.7%
2031-2050	$ 153,734,853	$ 7,686,743	*$ 103,006,352*	*$ 5,150,318*	*$ 50,728,501*	*$ 2,536,425*	33.0%

The future of JTS capital infrastructure is even bleaker under the scenario provided by WisDOT. Under MAP-21, passed in 2012, federal transit capital assistance was greatly reduced. This change has left all public transit agencies in the country facing the challenge of funding new buses and other transit infrastructure. Although the program was not considered well-funded in the past, JTS has been effective in utilizing the federal capital assistance program for major capital investments, at times by delaying investment until federal assistance was available.

The capital needs identified in Table 12, such as bus replacements, equipment purchases, and service vehicle replacements are based on expected useful service life. Equipment and buses may last longer, especially with JTS's excellent preventative maintenance program, but repair costs begin to burden the operating budget. Bus replacements remain JTS's greatest need and a high priority; nine of JTS's 2015 buses were manufactured in 2002 and eight were manufactured in 2006. Buses over 12 years old or with more than 500,000 miles are eligible for federal capital assistance for replacement.

Table 7: OPERATING AND CAPITAL EXPENDITURES

Operating Expenditures				
	2016-2020	**2021-2030**	**2031-2050**	**Total**
JTS Operating Expenses	$ 19,496,833	$ 48,804,287	$ 153,734,853	$ 222,035,974
Annual Average	$ 3,899,367	$ 4,880,429	$ 7,686,743	$ 16,466,538
Capital Expenditures				
	2016-2020	**2021-2030**	**2031-2050**	**Total**
Capital Repair Parts	$240,000	$480,000	$960,000	$1,680,000
Replace/Purchase Shop Equipment	$50,000	$100,000	$200,000	$350,000
Purchase Utility Vehicle	$45,000	$45,000	$90,000	$180,000
Rehabilitate Downtown Transfer Center	$400,000	$10,000	$20,000	$430,000
Replace bus signs	$17,000	$25,500	$59,500	$102,000
Replace Computer Equipment	$10,000	$20,000	$40,000	$70,000
Replace Garage Sweeper	$0	$50,000	$50,000	$100,000
Replace JTS Buses	$4,400,000	$4,400,000	$8,800,000	$17,600,000
Replace Maintenance Shop Truck		$60,000	$120,000	$360,000
Replace Office Copier/Printer/Fax	$6,000	$12,000	$24,000	$42,000
Replace Passenger Shelters/Benches	$85,000	$85,000	$170,000	$340,000
Replace Radio Equipment	$50,000	$75,000	$150,000	$275,000
Replace Service/Supervisory Vehicles	$30,000	$60,000	$120,000	$210,000
Refurbishment of Transit Systems Maintenance Garage	$0	$50,000	$125,000	$175,000
Capital Totals:	**$5,333,000**	**$5,472,500**	**$10,928,500**	**$21,914,000**
Average	**$1,066,600**	**$547,250**	**$546,425**	**$626,114**

Source: Janesville Transit System/ Janesville MPO

Historically, JTS has relied on federal capital funding for major improvements. FTA provides an 80% share of capital improvement cost and the 20% local share is typically borrowed for large expenditures. If capital assistance averages roughly $125,000 per year, the City of Janesville will

need to consider investing in bus replacements and other capital improvements without federal assistance or consider deferring capital investments. Table 8 shows the projection for capital assistance if the revenue estimate continues long term.

Table 8: CAPITAL EXPENSE AND ASSISTANCE

	Capital Expense		*Capital Assistance*		
	Total	**Average**	***Total***	***Average***	***Percent of Capital Expense***
2016-2020	$5,333,000	$1,066,600	*$ 645,315*	*$ 129,063*	*12.1%*
2021-2030	$5,432,500	$543,250	*$ 1,391,063*	*$ 139,106*	*25.6%*
2031-2050	$11,098,500	$554,925	*$ 3,233,960*	*$ 161,698*	*29.1%*
Total	$22,044,000	$629,829	*$ 5,270,338*	*$ 150,581*	*23.9%*

Source: Janesville Transit System/Janesville MPO/WisDOT

At the present, the State of Wisconsin does not provide direct capital funding for transit systems, and while proposals have been made to initiate such a state-funded program in the past, they have been dropped in favor of strong state support for transit operating assistance. It is assumed that this condition will continue throughout the foreseeable future.

Other Funding Sources

There are other DOT funding sources besides Federal 5307 & 5339 and State Section 85.20 that may assist with funding transit. The Janesville Area MPO is allocated Surface Transportation Program (STP) funds on a two year cycle, to be spent over a four year time period. The MPO has historically used STP funds for major street repair or reconstruction, however, transit capital is an eligible expense. The MPO has lost STP funding in the past due to street project delays, which effects the next cycle of funding. Because funding for a bus can be encumbered more quickly than the design of a street, the MPO may consider purchasing buses in order to ensure the MPO receives its full STP allocation.

The operation of JTS's intercity commuter route would not be possible without a funding consortium made up of private, public, and nonprofit entities. Sponsor support may be the only way for new service to begin or for service hours to expand, given projected financial constraints.

FINANCIAL PLAN

JTS's projected expenditures and revenues are compared in Table 14. Capital expenditures proposed for 2015 to 2050 will be funded by a combination of federal assistance and local funds. Capital projects will be prioritized by JTS and implementation will be dependent upon local assistance, loans, or federal/state capital assistance levels. The operating shortfall, the difference between operating revenue and federal/state assistance, must be funded by fare increases, local assistance, or potential increases in miscellaneous revenue such as advertising and employer-provided assistance.

It is projected that operating and capital assistance will not keep pace with costs. In order to meet potential operating shortfalls in the future JTS has the option of increasing fares, increasing local assistance, or reducing service. Possible service reductions are described in the Implementation section of this plan. Adjustments to local assistance levels and rate increases are local decisions and will occur in the future as JTS has a more certain vision of federal and state assistance levels. The level of state operating aid provided to the Janesville urban area will be a primary factor in determining the type of transit service provided in the city.

Table 9 below is based on assumptions in the previous section. The Capital Funding and Expenditures assumes investment in all capital listed in table 7, but history shows the city scales back if federal funding is not acquired. Operating Funding and Expenditures assumes a 3% annual increase in operating expenses, a 1% increase in operating aid, and a 2% increase in farebox/miscellaneous revenue.

Table 9: FINANCIAL PLAN

Capital Funding and Expenditures			
	2016-2020	**2021-2030**	**2031-2050**
Projected Capital Expenditures	$ 5,333,000	$ 5,472,500	$ 10,928,500
annual average	$ 1,066,600	$ 547,250	$ 546,425
Capital Funding Resources			
Capital Assistance (Federal 5339)	$ 645,315	$ 1,391,063	$ 3,233,960
annual average	$ 129,063	$ 139,106	$ 161,698
Local Capital Investment	$ 4,687,685	$ 4,081,437	$ 7,694,540
annual average	$ 937,537	$ 408,144	$ 384,727

Operating Funding and Expenditures			
	2016-2020	**2021-2030**	**2031-2050**
Projected Operating Expenses	$19,496,833	$48,804,287	$ 153,734,853
annual average	$ 3,899,367	$ 4,880,429	$ 7,686,743
Operating Funding Resources			
Projected Farebox/Misc. Revenue	$ 3,621,014	$ 8,325,340	$ 21,607,037
annual average	$ 724,203	$ 832,534	$ 1,080,352
FTA Operating Assistance (5307)	$ 5,656,804	$12,193,989	$ 28,348,735
annual average	$ 1,131,361	$ 1,219,399	$ 1,417,437
State Operating Assistance	$ 4,465,736	$ 9,626,484	$ 22,379,766
annual average	$ 893,147	$ 962,648	$ 1,118,988
Projected Local Operating			
Assistance needed to fund shortfall	$ 5,753,279	$18,658,475	$ 81,399,314
annual average	$ 1,150,656	$ 1,865,847	$ 4,069,966

IMPLEMENTATION

The Janesville Transit System focuses on providing accessibility for transit-dependent adults, youth, senior citizens, and persons with disabilities. Over the planning period, JTS will work to maintain fixed-route transit service in the city. Alterations may be made to routes to provide more effective service to schools, major shopping areas, and new employment centers. A major service expansion is not expected during the planning period; however the system may be adjusted to respond to future service needs. Instead, long range planning efforts will focus on performance standards and capital improvements.

Potential Service Reductions

Over the life of the plan, decreasing federal and state operating assistance, insufficient capital assistance, state mandated controls on local government revenue generation, expenditure restraint at the local level, and political interests may require the need for JTS service reductions and/or fare increases. Although the MPO is projecting an overall increase in fixed route ridership through the planning period, the MPO acknowledges that regular route fare increases could have a short-term negative effect on the existing ridership base as JTS users react to higher transportation costs. Given the low-income status of many JTS riders, higher fares will have a severe impact on their ability to pay for transportation.

At the point when local assistance cannot continue to match the operating shortfall, a reduction in service hours, an elimination of service to selected areas, or the substitution of less costly service alternatives could be required to balance costs with projected revenues. Any service reduction would follow JTS's public involvement policy for major or minor service reduction, and would require public notice and a public hearing.

This plan is not meant to serve as an in depth study of service needs and cost analysis, and therefore it does not recommend any specific service reductions. However, the plan has identified serious cost implications related to insufficient federal and state assistance. The City of Janesville will be faced with difficult funding decisions in the future regarding increasing local assistance for operations and funding a greater share of capital investments. If service reductions are considered, great emphasis should be placed on minimizing negative impacts to JTS customers. Service changes should also reduce peak vehicles and mileage in order to maximize the bus fleet. The following potential service reductions are prioritized with these goals in mind.

1. Reduction of Saturday service by 1.5 hours

It is assumed that services would begin one hour later (9:45am) and end a half hour earlier (5:45pm), but this could be adjusted based on ridership patterns. This service reduction would have a small operating cost savings but would also have a minor negative impact on JTS customers.

Reduction in Annual Revenue Hours: 468

Reduction in Annual Revenue Miles: 5,446

2. Replacement of Nightside service with shared ride taxi

The replacement of the current service with shared ride taxi would continue to serve the needs of JTS customers. The elimination of deviated fixed route night service has been considered in the past as a cost saving measure but shared ride taxi has not been studied extensively to determine if it would be a feasible replacement. Past studies have suggested studying this option only if productivity on the Nightside routes drops below 5 passengers per hour. 2014 ridership data indicates Nightside currently serves 5.23 passengers per hour. An additional benefit of switching to shared ride taxi would be the ability to reduce mileage on the JTS bus fleet by contracting with an outside vendor for the service. Lastly, this change would allow JTS to eliminate personnel hours.

Reduction in Annual Revenue Hours: neutral (Assumes taxi operates 6:15pm-10:15pm)
Reduction in Annual Revenue Miles: unknown

3. Realignment of Extra Service Routes to reduce one route

Extra service routes are relatively low mileage but high ridership routes that primarily transport youth to and from school. The benefit of reducing one route would be to reduce the number of peak vehicles operating in the afternoon should the situation arise where our numbers of fleet vehicles is reduced. There would be only a small amount of operating cost savings associated with this reduction.

Reduction in Annual Revenue Hours: 120
Reduction in Annual Revenue Miles: unknown

4. Reduction of West Court and Wright Rd. Routes from 30 minute to 60 minute headways

The West Court is one of JTS's more productive routes and ridership on the Wright Rd. route has been growing steadily. In this reduction, both of the routes would operate once every 60 minutes with one bus serving both routes. This would allow for the reduction of one bus from regular service. This reduction would have a significant negative impact on JTS customers who use the routes will likely reduce ridership revenue, but would be one option to consider if our numbers of fleet vehicles is reduced.

Reduction in Annual Revenue Hours: 3,476
Reduction in Annual Revenue Miles: 48,654

SUMMARY

The transit chapter of the 2015-2050 Janesville Area Long Range Transportation Plan provides a guide to the issues that face the Janesville Transit System and the forecasted requirements needed to maintain an effective system for the next thirty years. The Janesville Transit System focuses on providing basic service for youth, senior citizens, persons with disabilities, and other transit dependent persons. Routes are aligned along arterial and collector streets to serve major destinations such as schools, shopping areas, health care centers, public and recreational facilities, and major employment centers.

Major expansion of JTS service is not expected to occur over the three planning periods between 2016 and 2050. Future TDP's may identify the need for the expansion of service to underserved areas, however this will be tied directly to the availability of additional funding sources. At this time transit service, in terms of fixed routes operated, bus miles, hours of service, and ridership are anticipated to be similar through 2050 as currently exists. Transit is expected to continue to serve less than 2% of the service area's total trip making based on means to work responses from the 2010 U.S. Census. Alterations may result to provide service to major industrial and commercial developments and new schools from areas of the city that exhibit high transit potential for those sites. Funding constraints, travel demand, and demographic shifts will remain the controlling factors in determining whether some sections of the city will continue to receive regular fixed-route service. In general, operating constraints limit the ability to offer transit service to all parts of the city; however the strategies outlined in this plan should enable JTS to maintain an effective system for the majority of its users.