

Knoxville Transportation Authority

Meeting Date: Thursday, September 23, 2021



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INDYA KINCANNON
MAYOR
(865)215-2040



CITY OF KNOXVILLE
KNOXVILLE TRANSPORTATION AUTHORITY

AGENDA
KNOXVILLE TRANSPORTATION AUTHORITY
City-County Building Main Assembly Room

Thursday, September 23, 2021 at 3:00 pm

CHRIS CROUCH
CHAIR

JIM RICHARDS
VICE-CHAIR

RHONDA THOMPSON
RECORDING SECRETARY

SANDY BOOHER

LILIANA BURBANO BONILLA

MARK HAIRR

DOUGLAS LAWYER

AMELIA PARKER

KIMBERLY WATKINS

JOHN LAWHORN
ATTORNEY TO K.T.A.

- I. Determination of Quorum
- II. Approval of Minutes – August 26, 2021
- III. Reports
 - A. KTA Chair
 - B. Commissioner's Comments
 - C. Staff
 - D. City of Knoxville Director of Transit
 - E. TPO Transit Planner
- IV. New Business
 - i. Report on KAT's involvement in the KCDC Western Heights Project
 - ii. Reduced Service Title VI Analysis and request for Public Hearing
 - iii. Approval of Reduced Fare Structure
 - iv. Discussion of Taxi Cab Fares
- V. Old Business
- VI. Public Comments

VII. Set Next Meeting for October 28, 2021 and Adjourn
This meeting and all communications between members is subject to the provisions of the Tennessee Open Meetings Act, TENN. CODE ANN. § 8-44-101, *et seq.*

Minutes
KNOXVILLE TRANSPORTATION AUTHORITY
Meeting held at City-County Building Main Assembly Room
Thursday, August 26 2021 at 3:00 pm

I. Determination of Quorum

Chair Crouch called the meeting to order and acknowledged there was a quorum. Other Commissioners in attendance were as follows:

Commissioner Burbano-Bonilla
Commissioner Hairr
Commissioner Lawyer
Commissioner Parker

II. Approval of Minutes- July 22, 2021

Chair Crouch requested approval of July 2021 minutes. Commissioner Lawyer made a motion to approve the minutes and Commissioner Burbano-Bonilla seconded that motion. The minutes were approved unanimously.

III. Reports

A. KTA Chair

There were no Chair comments.

B. Commissioner's Comments

Commissioner Burbano-Bonilla requested a report to be given at the next meeting on how KAT is involved with the Western Heights redevelopment.

C. Staff

i. City of Knoxville Director of Transit

Director Isaac Thorne stated that everyone will soon be receiving an email with an invite to view one of KAT's new electric buses on September 16 at Caswell Park at 10am. He added that hopes everyone will attend.

ii. TPO Transit Planner

Doug Burton stated that he does not have any updates on the transit study since they are still in negotiations with the consultant. He said that since TPO received federal funds, the agency has to conduct public involvement under a public involvement plan. He added that this plan is updated every three to four years and the information can be found on their website.

IV. New Business

There was no new business.

V. Old Business

There was no old business.

VI. Public Comment

Taxicab owners James Resciniti and Michelle Dresch made public comments requesting consideration on raising the taxicab rates to be competitive within the national average.

Commissioner Burbano-Bonilla and Commissioner Parker requested a signature sheet showing those within the industry who are in agreement for the need for a rate increase.

Commissioner Hairr requested the last rate card approval with the KTA Board to see when this was and what the rate was at that time.

A motion was made to add a taxicab rate increase discussion to the New Business Agenda at the next meeting by Commissioner Burbano-Bonilla. Commissioner Hairr seconded it. The motion was approved unanimously.

VII. Set Next Meeting and Adjourn

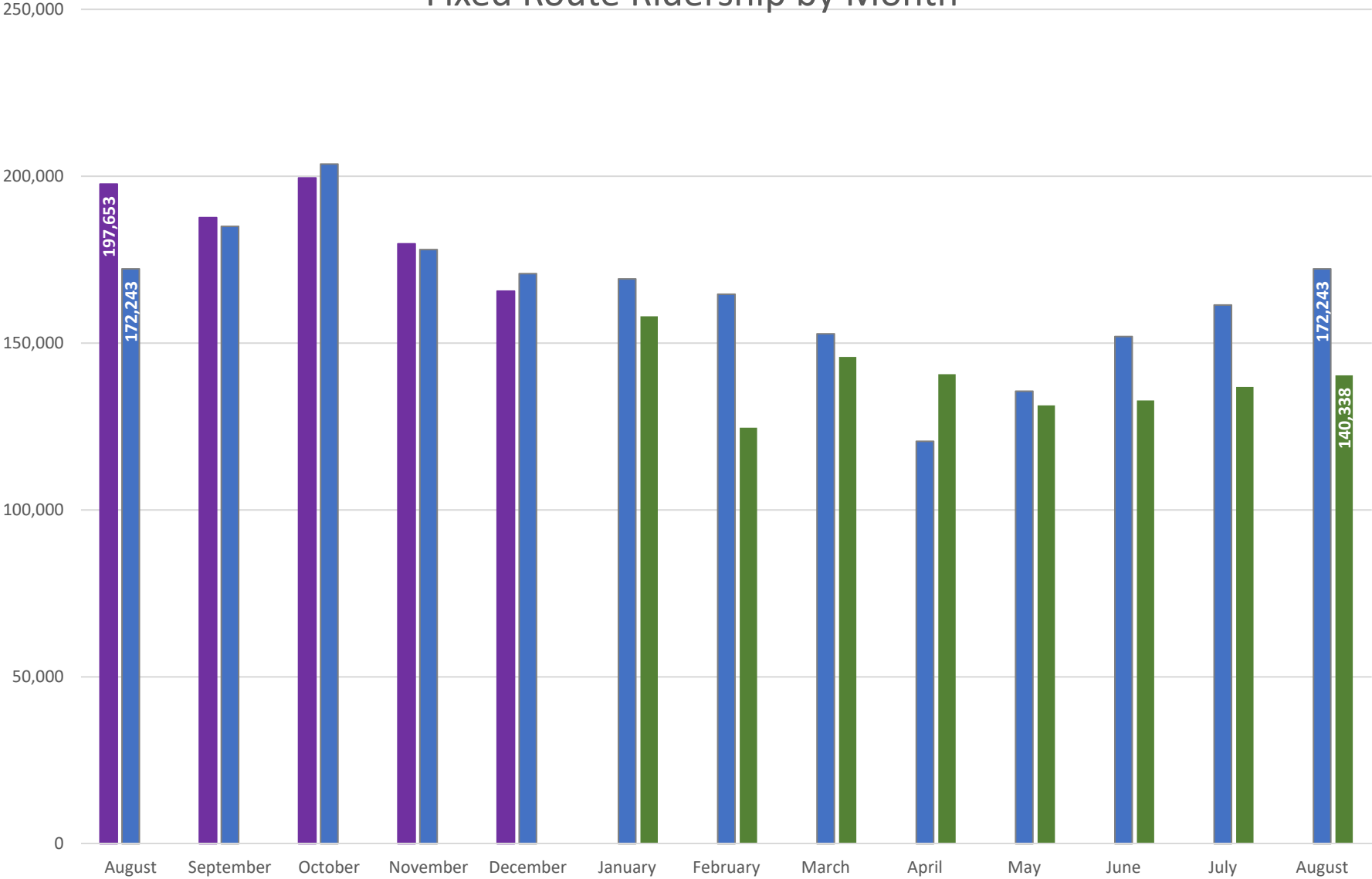
The next meeting was set for September 23, 2021 at 3:00 p.m.in the Main Assembly Room at the City-County building.

Respectfully submitted,

A handwritten signature in black ink on a light gray rectangular background. The signature reads "Rhonda Thompson" in a cursive, flowing script.

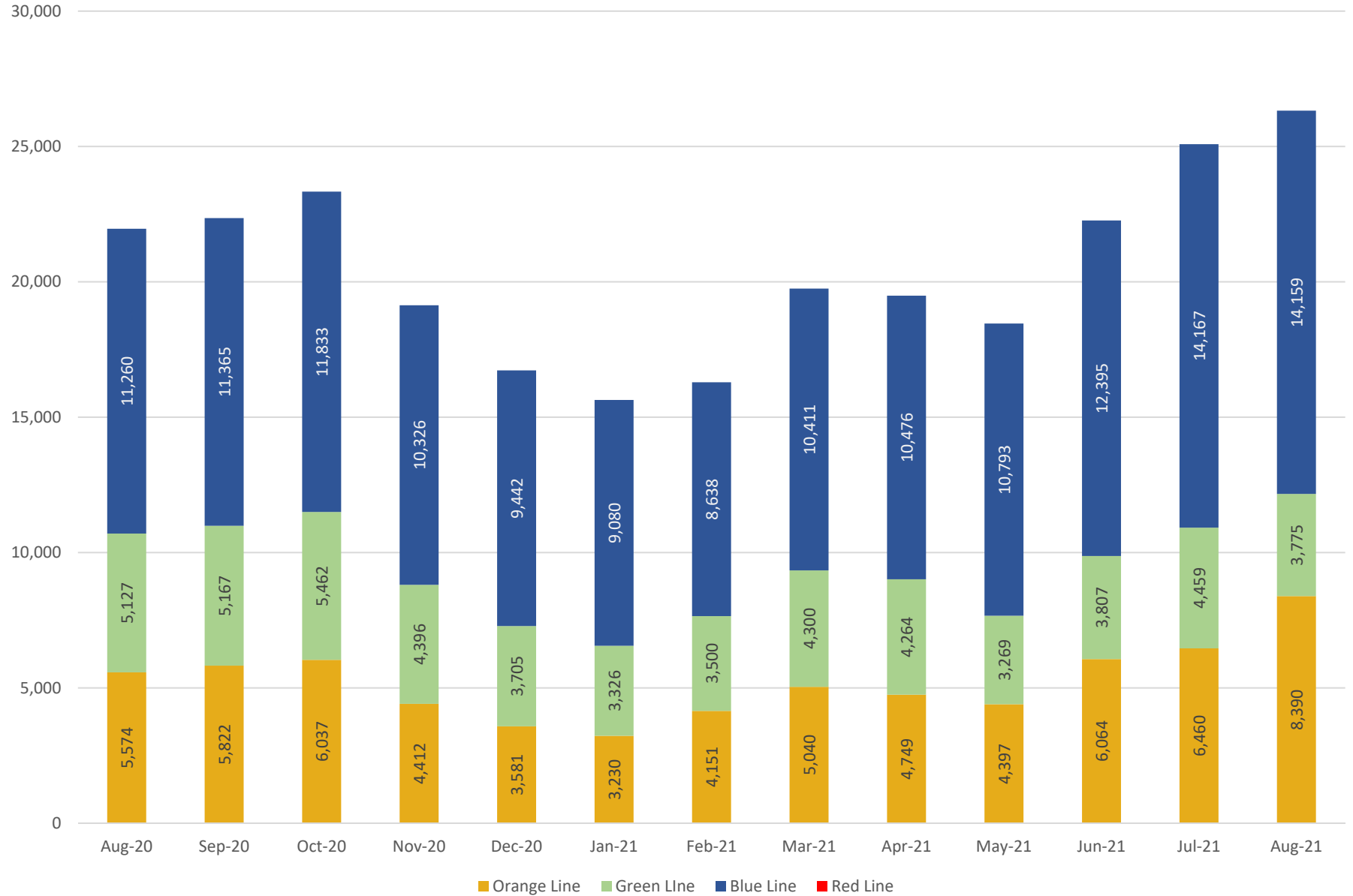
Rhonda Thompson
KTA Recording Secretary

Fixed Route Ridership by Month

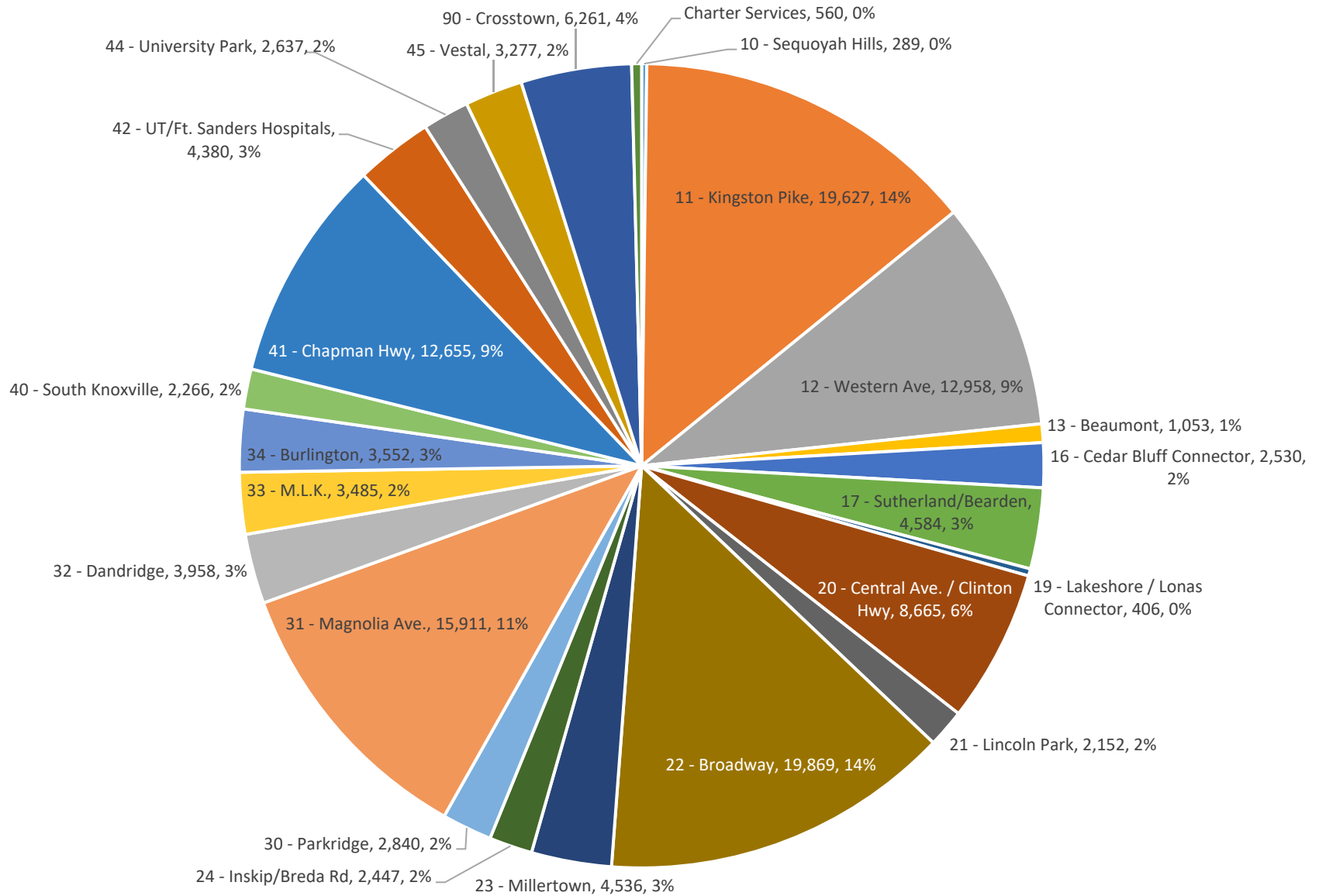


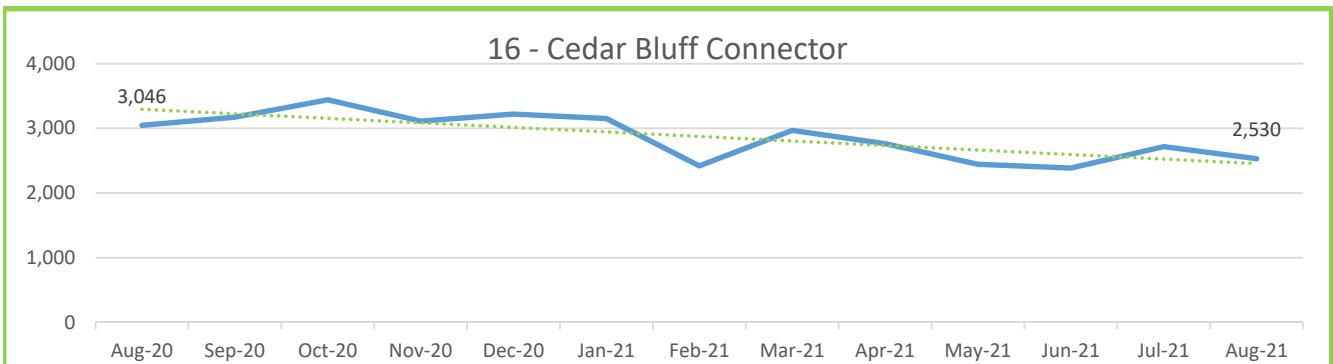
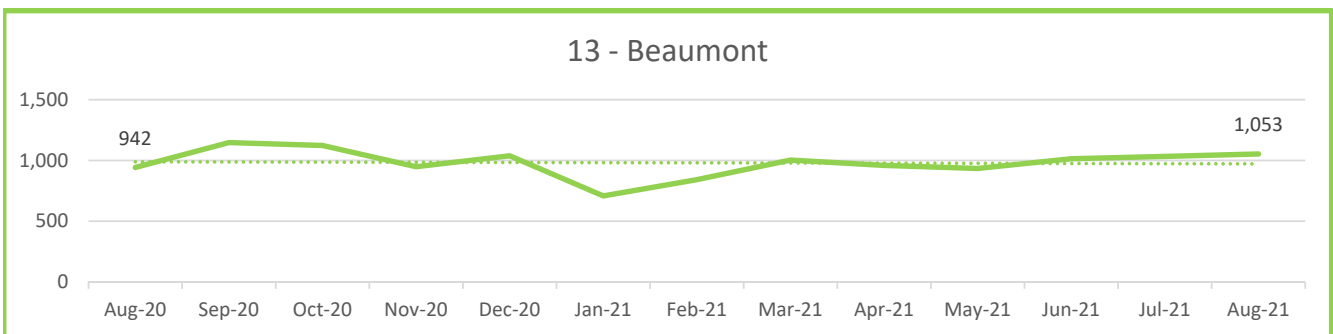
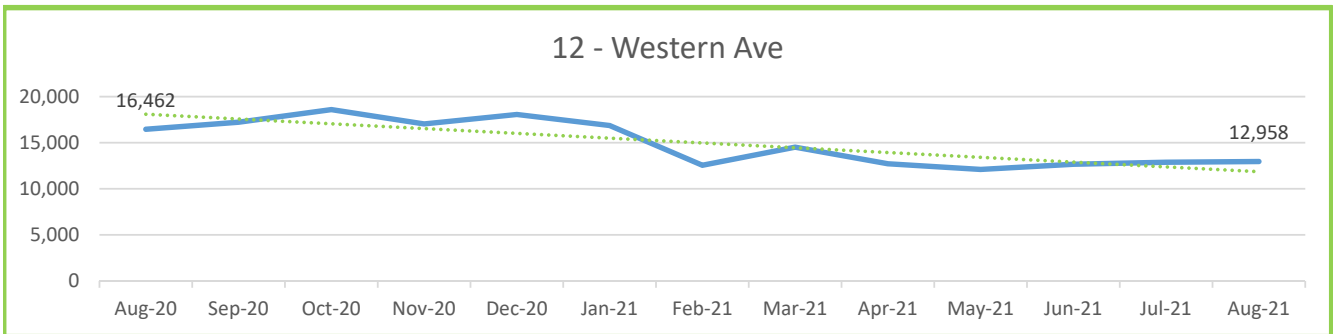
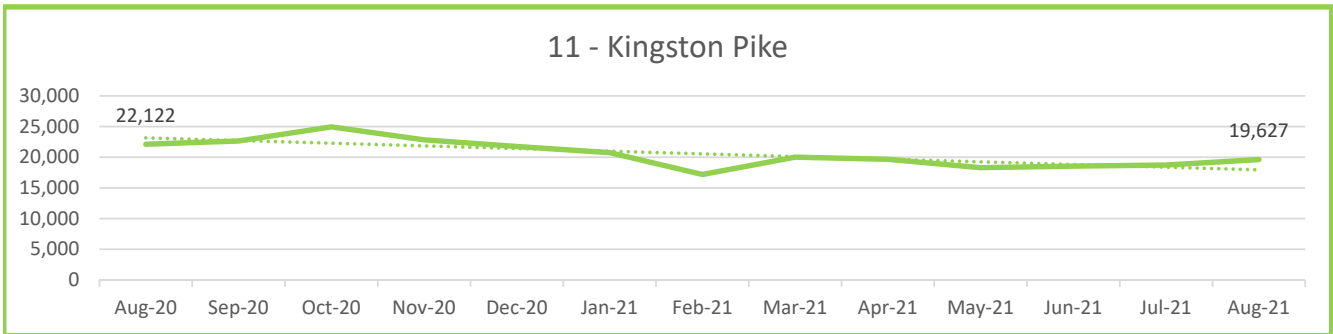
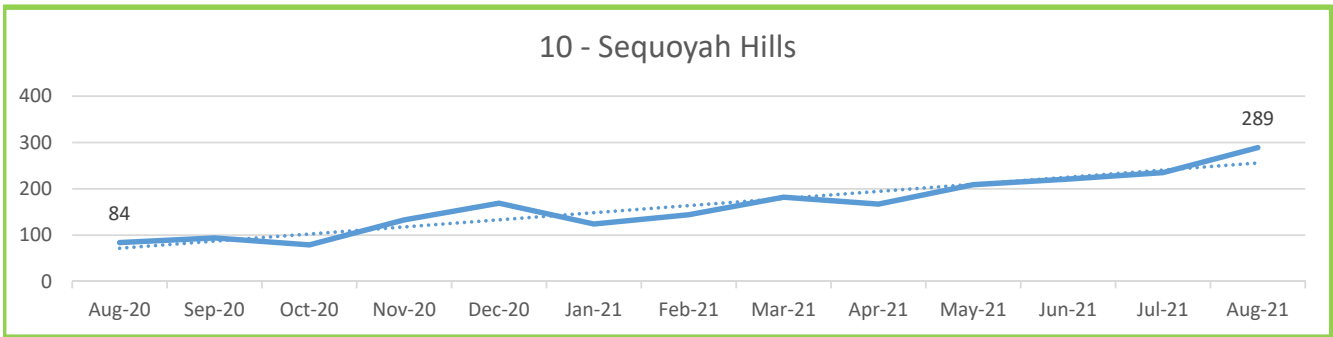
■ 2019 ■ 2020 ■ 2021

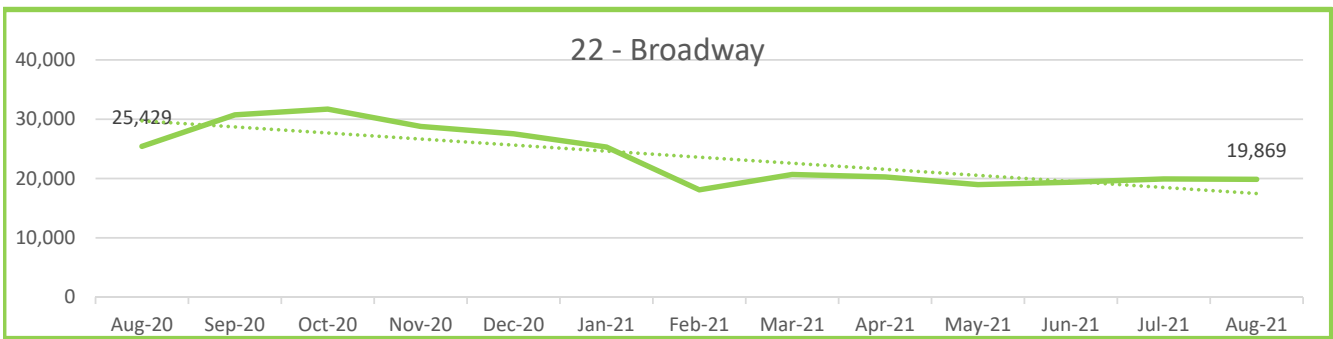
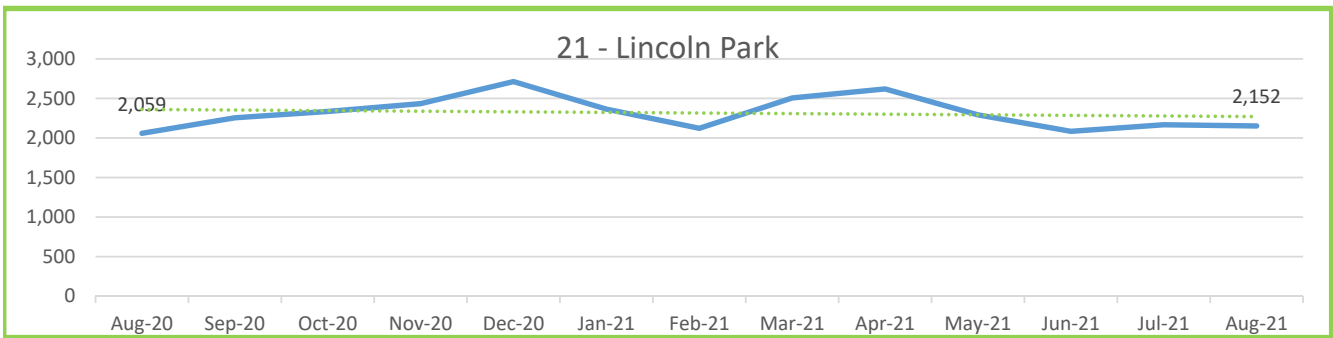
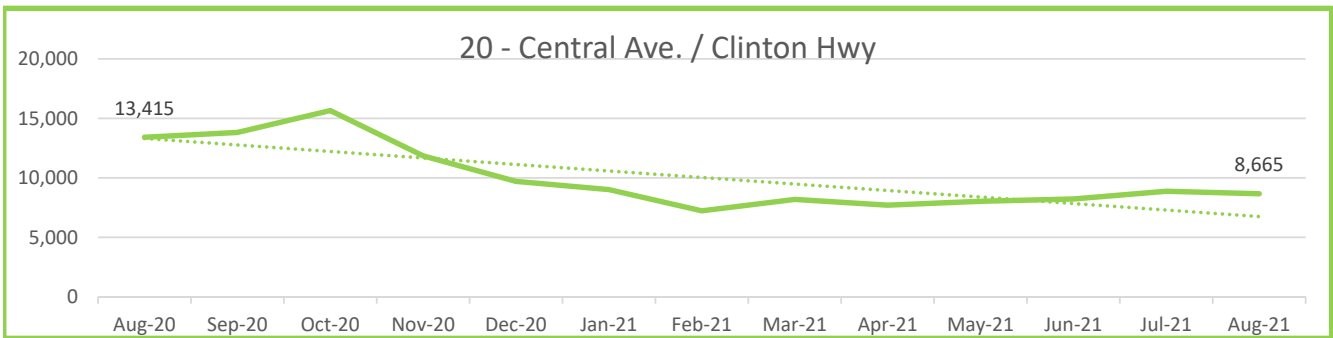
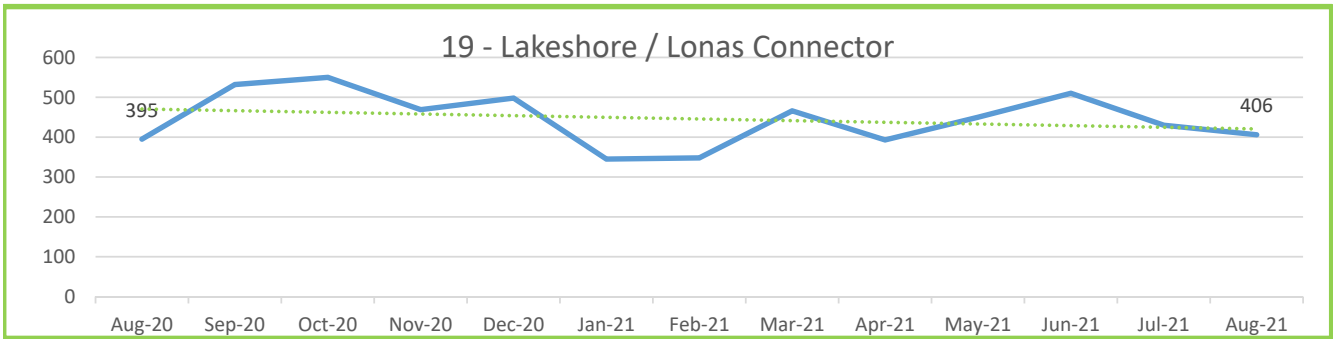
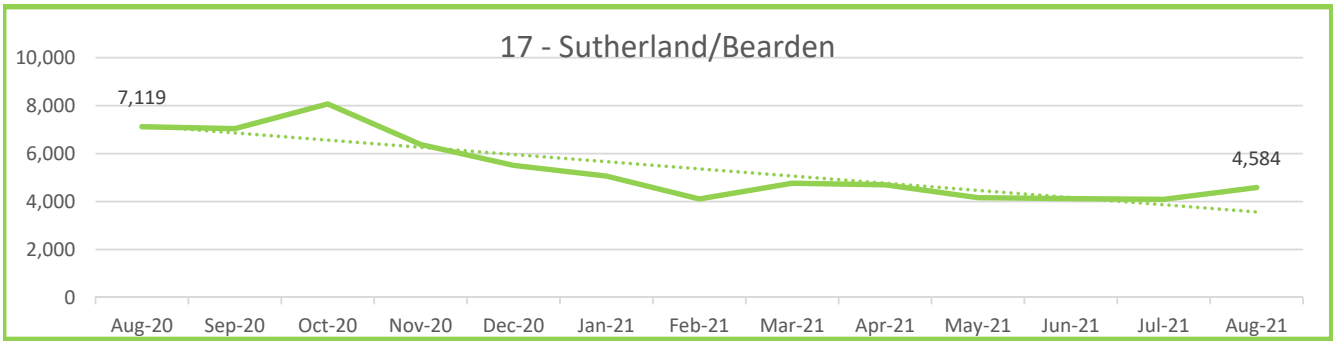
Trolley Ridership

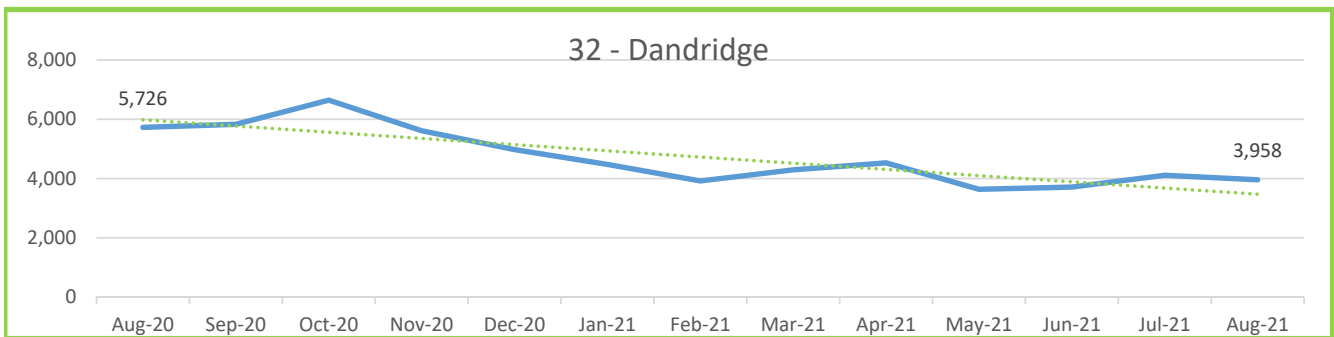
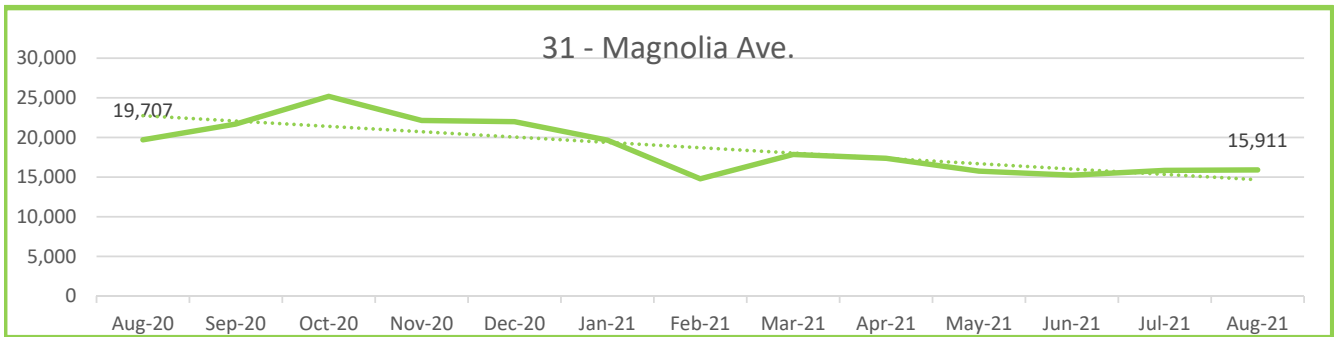
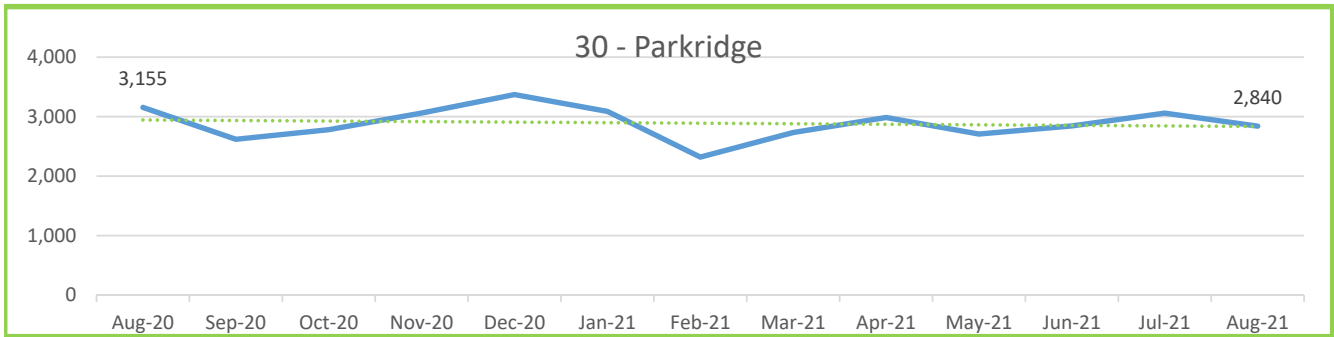
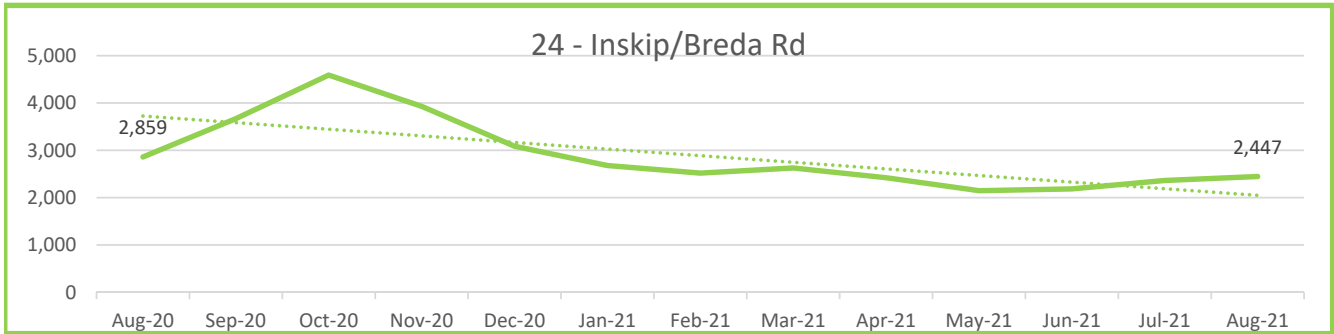
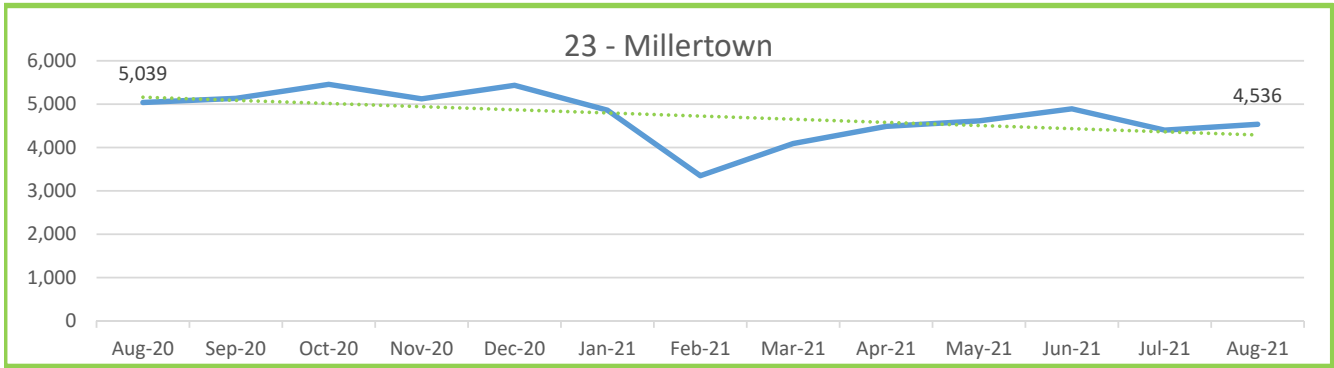


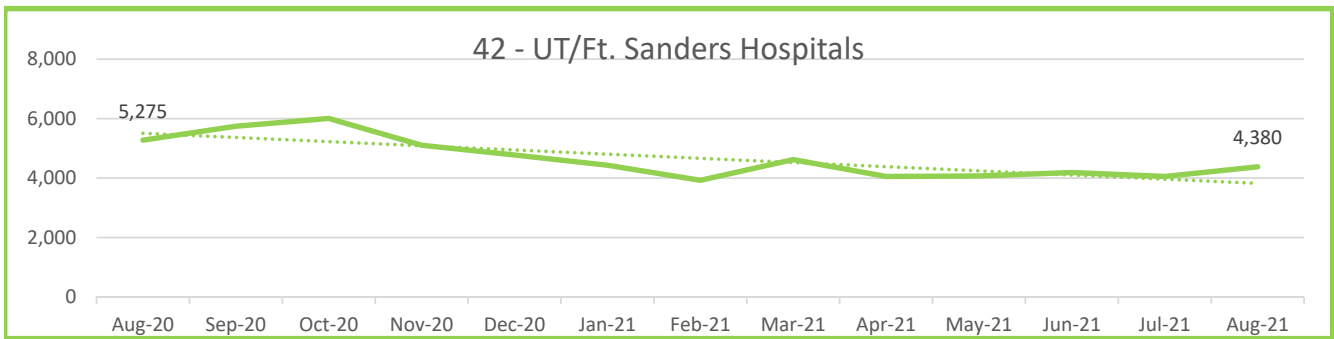
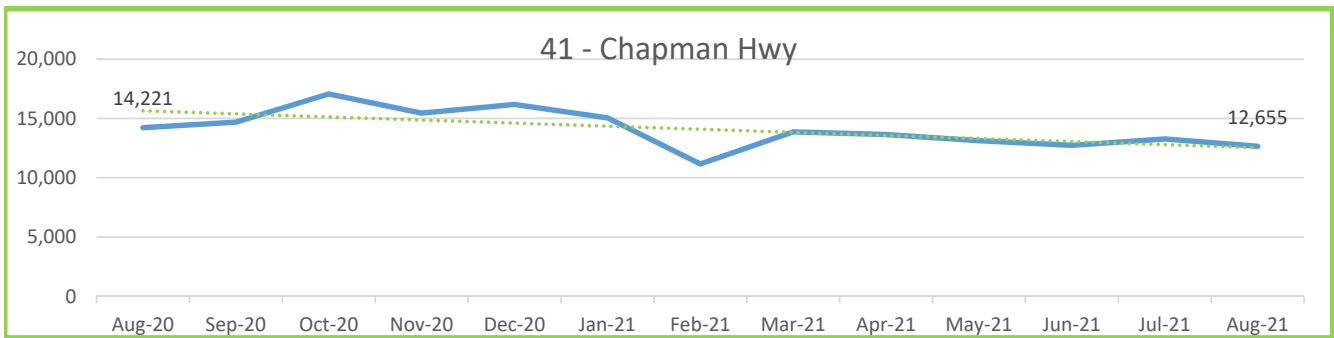
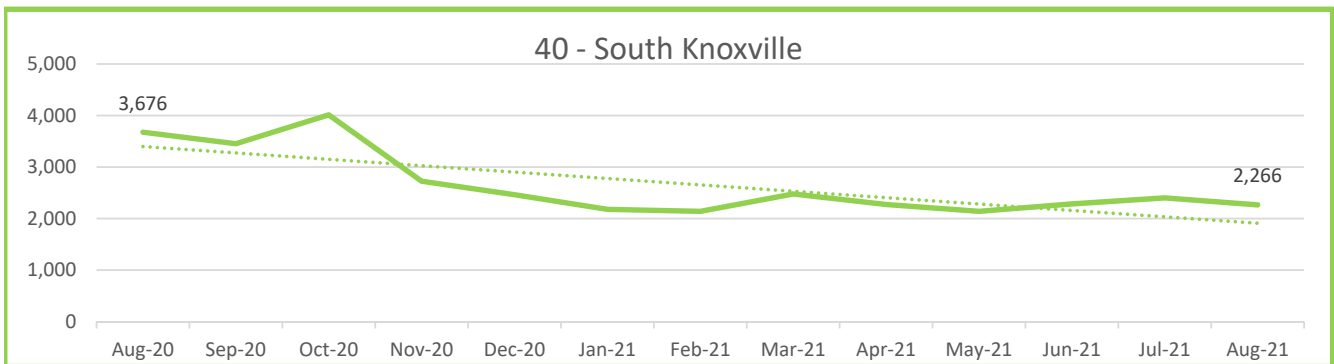
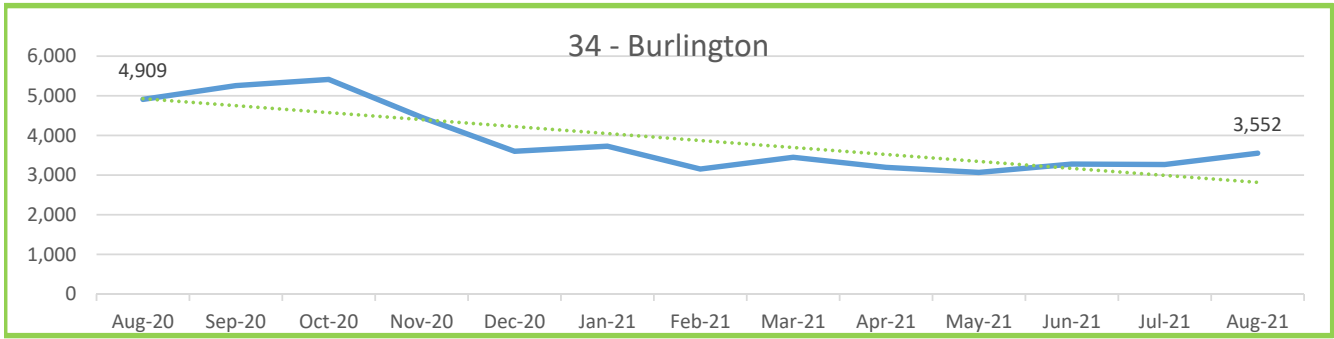
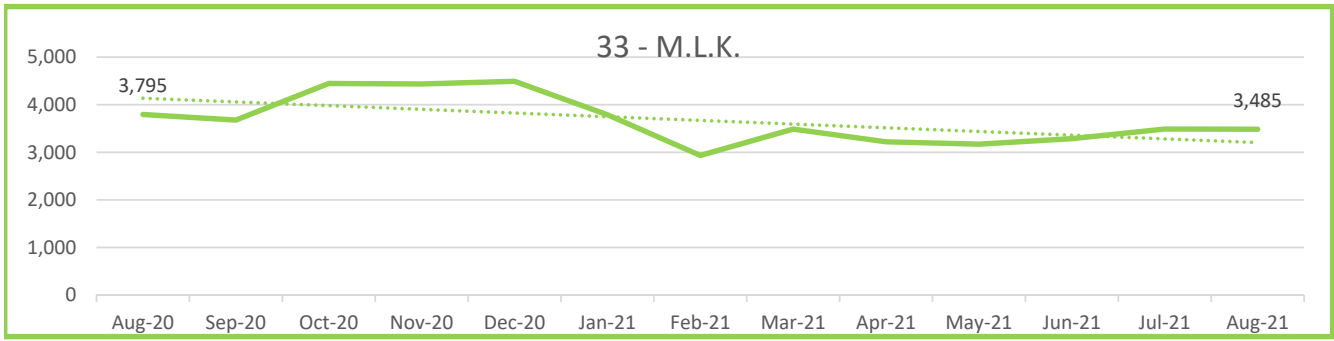
August 2021 System Ridership by Route

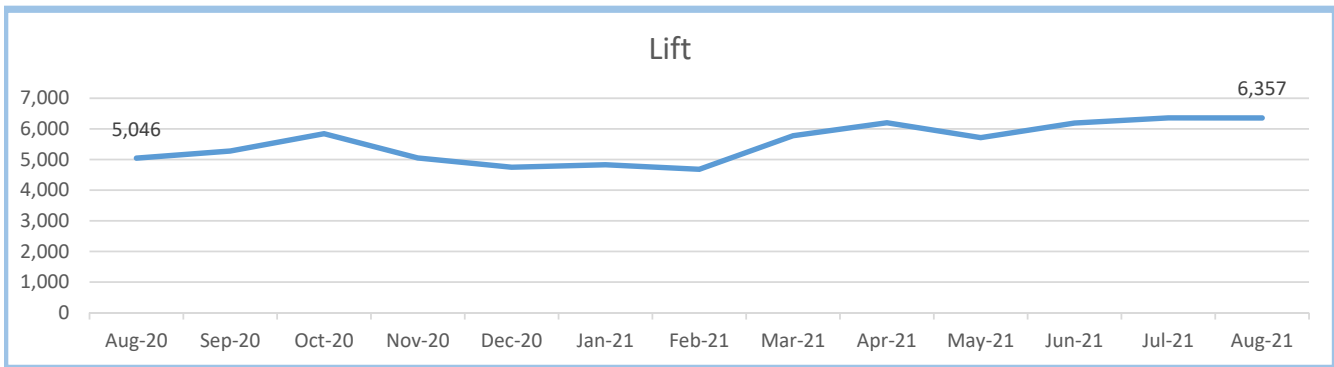
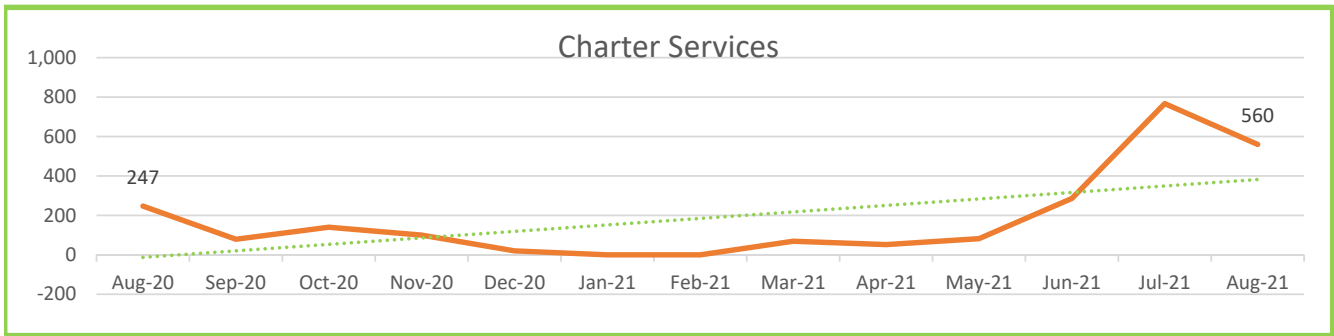
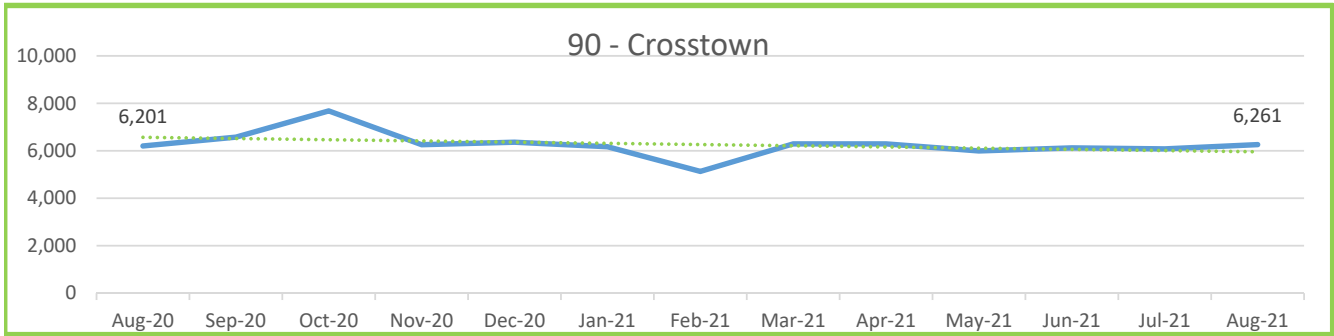
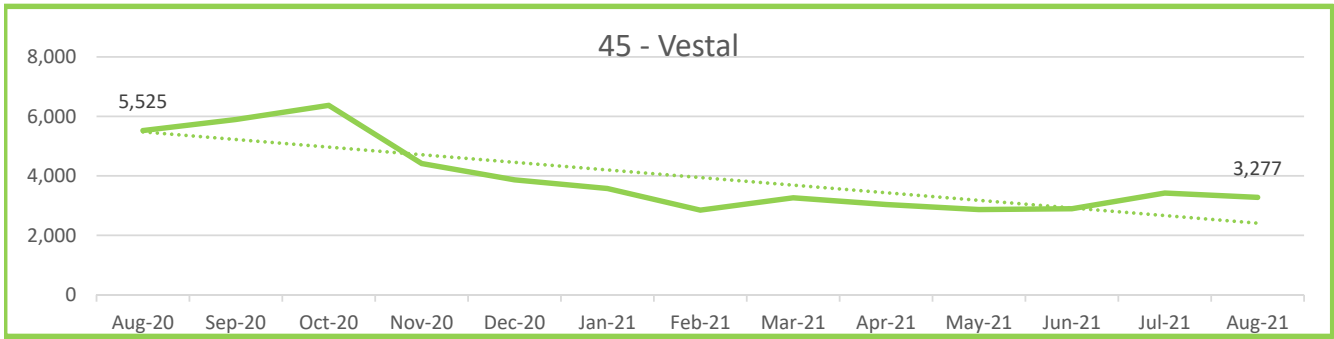
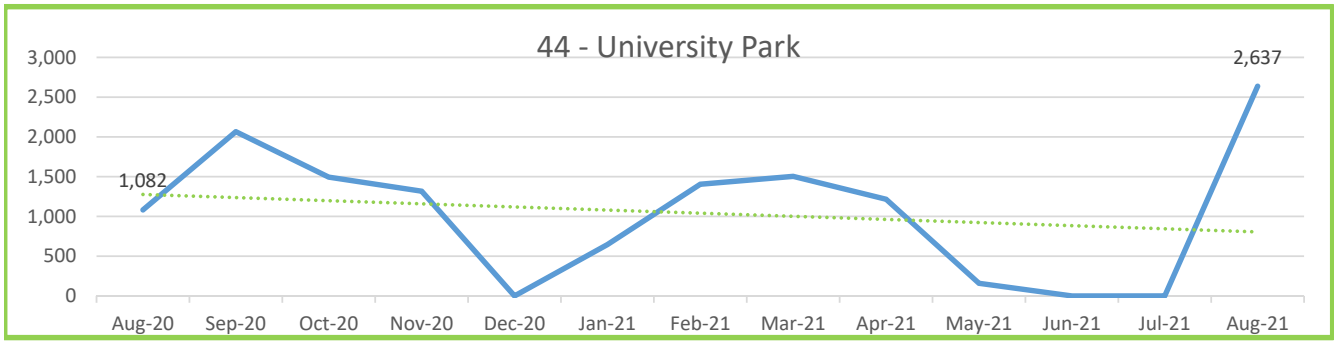














KNOXVILLE AREA TRANSIT
SYSTEM PERFORMANCE REPORT
 August, 2021

	<u>THIS MONTH</u>			<u>FISCAL YEAR-TO-DATE</u>		
	This Year	Last Year	Change	This Year	Last Year	Change
FIXED ROUTE SERVICE						
Total Passengers	166,662	194,204	-14%	328,619	374,722	-12%
System Generated Revenue				\$187,920	\$65,550	187%
Revenue Veh. Miles	198,894	241,406	-18%	392,816	480,474	-18%
Revenue Veh. Hours	16,051	19,404	-17%	31,653	38,585	-18%
Passengers/Mile	0.84	0.80	4%	0.84	0.78	7%
Passengers/Hour	10.38	10.01	4%	10.38	9.71	7%
Preventable Accidents	0	1	-100%	0	4	-100%
Mechanical Road Calls	18	20	-10%	38	50	-24%
Accidents/100,000 Miles	0.00	0.41	-41%	0.00	0.83	-100%
Miles/Road Failure	11,050	12,070	-8%	10,337	9,609	8%
DEMAND RESPONSE						
Total Passengers	6,357	5,046	26%	12,716	9,908	28%
System Generated Revenue				\$20,701	\$0	0%
Revenue Veh. Miles	43,588	36,471	20%	84,347	72,152	17%
Revenue Veh. Hours	3,038	2,690	13%	5,982	5,355	12%
Passengers/Mile	0.15	0.14	5%	0.15	0.14	10%
Passengers/Hour	2.09	1.88	12%	2.13	1.85	15%
Preventable Accidents	0	1	-100%	0	1	-100%
Mechanical Road Calls	1	0	100%	2	2	0%
Accidents/100,000 Miles	0.00	2.74	-100%	0.00	1.39	-100%
Miles/Road Failure	43,588	36,471	20%	42,174	36,076	17%
CHARTER SERVICE						
Charters	560	247	127%	1,327	362	267%
Sports Charters	0	0	0%	0	0	0%
Total Passengers	560	247	127%	1,327	362	267%
Revenue						0%
Football Shuttle Charters				\$0	\$0	0%
Trolley Charters				\$5,150	\$2,600	98%
Total Miles	179	183	-2%	375	244	54%
Total Hours	41.5	28.5	46%	89	38	133%



KAT
KNOXVILLE AREA TRANSIT
ROUTE PERFORMANCE REPORT
August, 2021

ROUTE NUMBER	ROUTE NAME	RIDERSHIP	Percentage of Ridership	MILES	Percentage of Miles	HOURS	Percentage of Hours	Passg/ Mile	Passg/ Hour
10	Sequoyah Hills	289	0.2%	1,001	0.5%	101	0.7%	0.29	2.87
11	Kingston Pike	19,627	14.0%	20,800	11.2%	1,742	12.3%	0.94	11.27
12	Western Ave	12,958	9.2%	18,200	9.8%	1,375	9.7%	0.71	9.42
13	Beaumont	1,053	0.8%	3,885	2.1%	283	2.0%	0.27	3.72
16	Cedar Bluff Connector	2,530	1.8%	4,802	2.6%	378	2.7%	0.53	6.70
17	Sutherland/Bearden	4,584	3.3%	5,832	3.1%	449	3.2%	0.79	10.20
19	Lakeshore/Lonas Connector	406	0.3%	4,822	2.6%	284	2.0%	0.08	1.43
20	Central Ave/Clinton Hwy	8,665	6.2%	9,041	4.9%	557	3.9%	0.96	15.57
21	Lincoln Park	2,152	1.5%	4,505	2.4%	354	2.5%	0.48	6.08
22	Broadway	19,869	14.2%	15,566	8.4%	1,165	8.2%	1.28	17.05
23	Millertown	4,536	3.2%	8,488	4.6%	744	5.3%	0.53	6.10
24	Inskip/Breda Rd	2,447	1.7%	6,381	3.4%	461	3.3%	0.38	5.30
30	Parkridge	2,840	2.0%	3,367	1.8%	265	1.9%	0.84	10.73
31	Magnolia Ave.	15,911	11.3%	9,846	5.3%	828	5.8%	1.62	19.21
32	Dandridge	3,958	2.8%	5,129	2.8%	329	2.3%	0.77	12.05
33	M.L.K.	3,485	2.5%	8,169	4.4%	663	4.7%	0.43	5.26
34	Burlington	3,552	2.5%	6,238	3.3%	427	3.0%	0.57	8.32
40	South Knoxville	2,266	1.6%	6,049	3.2%	431	3.0%	0.37	5.26
41	Chapman Hwy	12,655	9.0%	14,292	7.7%	874	6.2%	0.89	14.47
42	UT/Ft Sanders Hospitals	4,380	3.1%	6,549	3.5%	817	5.8%	0.67	5.36
44	University Park	2,637	1.9%	1,512	0.8%	174	1.2%	1.74	15.16
45	Vestal	3,277	2.3%	5,218	2.8%	364	2.6%	0.63	9.00
90	Crosstown	6,261	4.5%	16,621	8.9%	1,096	7.7%	0.38	5.71
	Other/ Unknown	0							
SUB TOTAL LINE SERVICE		140,338		186,312		14,161		0.75	9.91
82	Trolley (Orange Line)	8,390	31.9%	6,372	50.6%	1,015	53.7%	1.32	8.26
84	Trolley (Green Line)	3,775	14.3%	1,511	12.0%	258	13.7%	2.50	14.60
86	Trolley (Blue Line)	14,159	53.8%	4,699	37.3%	616	32.6%	3.01	22.97
SUB TOTAL TROLLEY SERVICES		26,324		12,582		1,890		2.09	13.93
TOTAL PASSENGERS WITH TROLLEYS		166,662		198,894		16,051		0.84	10.38
LIFT SERVICE		6,357		43,588		3,038		0.15	2.09
TOTAL SCHEDULED SERVICES		173,019		242,482		19,089		0.71	9.06
TOTAL CHARTER SERVICES		560		179		42		3.13	13.49
GRAND TOTAL ALL KAT SERVICES		173,579		242,661		19,130		0.72	9.07

City of Knoxville
Schedule of Revenues & Expenses Compared to Budget
August, 2021

	Current Year:					Prior Year:	
	Original Budget	Current Budget	Actual	Variance		Actual - Prior Year	Variance
Revenue							
Charges for Service							
Farebox & Pass Revenue	\$ 475,000	\$ 475,000	\$ 92,336	\$ (382,664)	19.44%	\$ -	\$ 92,336
Ticket Sales	530,000	530,000	51,161	(478,839)	9.65%	550	50,611
Miscellaneous Subsidies - KAT	75,000	75,000	65,000	(10,000)	86.67%	65,000	-
Football Shuttle	115,000	115,000	-	(115,000)	0.00%	-	-
Charter Fees	12,500	12,500	5,150	(7,350)	41.20%	2,600	2,550
UT Trolley Subsidy	88,150	88,150	-	(88,150)	0.00%	-	-
Miscellaneous Revenue	3,000	3,000	(40)	(3,040)	-1.33%	-	(40)
Total Operating Revenue	<u>1,298,650</u>	<u>1,298,650</u>	<u>213,607</u>	<u>(1,085,043)</u>	16.45%	<u>68,150</u>	<u>145,457</u>
Non-Operating Revenues							
Federal Grants	-	-	-	-	-	-	-
State Contribution	3,462,800	3,462,800	577,134	(2,885,666)	16.67%	555,327	21,807
Transit Grant Revenues	6,282,780	6,282,780	323,296	(5,959,484)	5.15%	-	323,296
General Fund Transfer	13,315,340	13,315,340	1,646,541	(11,668,799)	12.37%	2,163,120	(516,579)
Total Non-Operating Revenues	<u>23,060,920</u>	<u>23,060,920</u>	<u>2,546,971</u>	<u>(20,513,949)</u>	11.04%	<u>2,718,447</u>	<u>(171,476)</u>
Total Revenue	<u>\$ 24,359,570</u>	<u>\$ 24,359,570</u>	<u>\$ 2,760,578</u>	<u>\$ (21,598,992)</u>	11.33%	<u>\$ 2,786,597</u>	<u>\$ (26,019)</u>
Expenditures							
Personal Services							
Wages, Taxes & Retirement Contributions	\$ 15,068,220	\$ 15,048,220	\$ 1,546,328	\$ 13,501,892	10.28%	\$ 2,114,551	\$ (568,223)
Employee Group Insurance/Benefits	3,957,850	3,957,850	475,752	3,482,098	12.02%	739,769	(264,017)
Total Personal Services	<u>19,026,070</u>	<u>19,006,070</u>	<u>2,022,080</u>	<u>16,983,990</u>	10.64%	<u>2,854,320</u>	<u>(832,240)</u>
Administrative Expenses							
Supplies	430,210	450,210	52,291	397,919	11.61%	108,780	(56,489)
Services	2,259,270	2,259,270	217,377	2,041,893	9.62%	440,689	(223,312)
Total Administrative Expenses	<u>2,689,480</u>	<u>2,709,480</u>	<u>269,668</u>	<u>2,439,812</u>	9.95%	<u>549,469</u>	<u>(279,801)</u>
Fleet Expenses							
Fleet Supplies	500	500	-	500	0.00%	-	-
Parts	400,000	400,000	173,744	226,256	43.44%	17,627	156,117
Fuel/Oil/Fluids	2,243,520	2,243,520	295,086	1,948,434	13.15%	209,746	85,340
Total Administrative Expenses	<u>2,644,020</u>	<u>2,644,020</u>	<u>468,830</u>	<u>2,175,190</u>	17.73%	<u>227,373</u>	<u>241,457</u>
Total Expenditures	<u>\$ 24,359,570</u>	<u>\$ 24,359,570</u>	<u>\$ 2,760,578</u>	<u>\$ 21,598,992</u>	11.33%	<u>\$ 3,631,162</u>	<u>\$ (870,584)</u>
Excess (Deficiency) of Revenues Over Expenses			<u>\$ -</u>			<u>\$ (844,565)</u>	<u>\$ 844,565</u>

November 9, 2020 COVID-19 Emergency Changes

Title VI Analysis

Report

Due to the global pandemic, KAT had to reduce service on several routes quickly in order to continue maintaining consistent service. Those changes, which took effect first on April 20, 2020, only lasted through July 6, 2020. However, a virus resurgence and workforce shortage caused the reinstatement of these service reductions on November 9, 2020. Because these have continued, and are on-track to be in effect for a full year, FTA requires a Title VI analysis of these changes. The service reductions are as follows:

Route 11 – Kingston Pike: Weekday 15-minute peak service was eliminated, providing 30-minute service all day.

Route 17 – Sutherland: Service reduced from every 30 minutes to once/hour on weekdays

Route 20 – Central Street: Service reduced from every 30 minutes to once/hour on weekdays

Route 22 – Broadway: Weekday 15-minute peak service was eliminated, providing 30-minute service all day

Route 31 – Magnolia: Weekday 15-minute peak service was eliminated, providing 30-minute service all day

Route 32 - Dandridge: Service reduced from every 30 minutes to once/hour on weekdays

Route 34 – Burlington: Service reduced from every 30 minutes to once/hour on weekdays

Route 40 – South Knoxville: Service reduced from every 30 minutes to once/hour on weekdays

Route 45 – Vestal: Service reduced from every 30 minutes to once/hour on weekdays

Orange Line Trolley: Service reduced on Friday and Saturday evenings to end at 8:00 p.m.

Green Line Trolley: Service reduced from every 10 minutes to every 20. Service on Friday and Saturday ends at 8:00 p.m.

Blue Line Trolley: Service reduced on Friday and Saturday evenings to end at 8:00 p.m.

At the KTA meeting on May 23, 2013, the board approved KAT's Major Service Change Policy, in accordance with Title VI regulations. That policy is stated below:

"Knoxville Area Transit (KAT) defines a "Major Service Change" as any change that affects 25% or more of the number of transit route miles of a route (addition or deletion); or 25% or more of the number of transit revenue vehicle miles of a route, computed on a daily basis for the day of the week for which the change is to be made (either addition or deletion). When a change is determined to be a "Major Service Change", KAT staff will conduct a service equity analysis, according to FTA Circulars 4702.1B and 4703.1, and present the results of that analysis to the KTA to be included when considering approval of said change. A temporary addition or deletion of service (e.g., demonstration projects) or detours are exempt from KAT's definition of Major Service Change. Should the temporary change of service last longer than twelve (12) months, the service change will be considered a Major Service Change, and a service equity analysis will be conducted by KAT staff and considered by the KTA."

Summary of findings: All routes, with the exception of Route 22 – Broadway, Orange Line Trolley, and Blue Line Trolley, had reductions which constituted a Major Service Change. Out of the nine routes experiencing service reductions, Route 31 – Magnolia and Route 34 – Burlington meet the threshold of a disparate impact for minority populations (63.5% and 64.2% respectively), and Route 34 – Burlington also meets the threshold of disproportionate burden for low income populations, with a low income population of 71.7%. However, when the entire group of changes is considered as a whole, based on ridership by minority and low income populations, the overall impact on minority and low income populations is less than the overall population of minority and low income populations system-wide. Overall minority impact with all the changes is at 40.2% (systemwide = 45%), and overall low income impact with all the changes is 51.1% (systemwide = 62%). However, KAT is aware of the negative impact for passengers of Routes 31 and 34 and the Green Line Trolley, so an alternatives analysis requires some background on the decision-making process for the service reductions, as follows.

The service reductions required an extensive number of hours. KAT focused on reduction of frequency on routes rather than cuts to service coverage, which would completely cut off some populations of passengers and essential workers, and have a much greater adverse impact (see Adverse Impacts definitions in Appendix). All major routes with peak 15-minute service had their peaks reduced (which includes Route 31 – Magnolia, which maintained 30-minute weekday service), and local routes with 30-minute service were reduced to once/hour. The exception to this was Route 42 – UT/Ft. Sanders hospitals, which KAT felt was important to keep during the pandemic, as it is the primary hospital link in the system, which remained at 30-minute service. So, the level of reduction required that Route 34 – Burlington be included in the service reductions, despite its minority and low income status. The service span was maintained. This reduction was necessary to avoid a complete service cut to some other part of the system, or a reduction in hospital service during the pandemic. So, the alternative to reducing the Routes 31 - Magnolia and 34 – Burlington from 30-minute service to 1-hour service would be to cut service completely in another part of the system.

The framework for this analysis is based upon FTA Circular 4702.1B, and the survey data provided by TranSystems with RLS & Associates provides the statistical data for the analysis.

The Process

The service change will be analyzed according to the following set of questions:

1. **Does this constitute a Major Service Change?** The board approved the definition of the Major Service Change in accordance with Title VI regulations. This definition is in Appendix A of this document.
2. If so, to what degree is there an **adverse effect** on minority populations and low income populations? KAT has defined adverse effects generally by creating levels, or degrees, of adverse effects and considering that level in the analysis of whether or not there is a disparate impact or disproportionate burden. The adverse effect is explained further in the definitions page in Appendix A.
3. **Does the service change constitute a Disparate Impact for Minority Populations?** The board approved the definition of KAT's Disparate Impact Policy for Minority

Populations in accordance with Title VI regulations. This policy is in Appendix A of this document.

4. **Does the service change constitute a Disproportionate Burden on Low Income Populations?** The board approved the definition of KAT's Disproportionate Burden Policy for Low Income Populations in accordance with Title VI regulations. This policy is in Appendix A of this document.

If the answer to items 3 or 4 is 'yes' then the service must be **analyzed for alternatives**. If no alternatives exist, then that must be explained as well.

For a step-by-step explanation of this process, please see the example in the Appendix B.

Title VI Analysis for COVID-19 Emergency Changes

Implemented November 9, 2020

Route 11 - Kingston Pike

A. Major Service Change?	Yes	28% reduction in revenue miles						
Ridership	26,770	(Average 2019 ridership - pre-COVID)						
B. Minority	Adverse Impacts Level: Low for service area expansion							
C. Disparate Impact Policy for Minority Populations Analysis								
	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>% minority</th> <th>System-Wide %</th> <th>Difference</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">51%</td> <td style="text-align: center;">45%</td> <td style="text-align: center;">6%</td> </tr> </tbody> </table>	% minority	System-Wide %	Difference	51%	45%	6%	Does not meet the threshold of alternatives analysis.
% minority	System-Wide %	Difference						
51%	45%	6%						
Passengers by month								
	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Minority</th> <th>Non-Minority</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">13,706</td> <td style="text-align: center;">13,064</td> </tr> </tbody> </table>	Minority	Non-Minority	13,706	13,064			
Minority	Non-Minority							
13,706	13,064							
D. Low Income	Adverse Impacts Level: Low for service area expansion							
E. Disproportionate Burden Policy for Low-Income Populations Analysis								
	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>% low income</th> <th>System-Wide %</th> <th>Difference</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">53%</td> <td style="text-align: center;">62%</td> <td style="text-align: center;">-9%</td> </tr> </tbody> </table>	% low income	System-Wide %	Difference	53%	62%	-9%	Does not meet the threshold of alternatives analysis
% low income	System-Wide %	Difference						
53%	62%	-9%						
	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Low Income</th> <th>Non-Low Income</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">14,161</td> <td style="text-align: center;">12,609</td> </tr> </tbody> </table>	Low Income	Non-Low Income	14,161	12,609			
Low Income	Non-Low Income							
14,161	12,609							

Route 17 - Sutherland Avenue

A. Major Service Change?	Yes	49% reduction in revenue miles						
Ridership	8,108							
B. Minority	Adverse Impacts Level: Low for service area expansion							
C. Disparate Impact Policy for Minority Populations Analysis								
	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>% minority</th> <th>System-Wide %</th> <th>Difference</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">38%</td> <td style="text-align: center;">45%</td> <td style="text-align: center;">-7%</td> </tr> </tbody> </table>	% minority	System-Wide %	Difference	38%	45%	-7%	Does not meet the threshold of alternatives analysis.
% minority	System-Wide %	Difference						
38%	45%	-7%						
Passengers by month								
	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Minority</th> <th>Non-Minority</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">3,057</td> <td style="text-align: center;">5,051</td> </tr> </tbody> </table>	Minority	Non-Minority	3,057	5,051			
Minority	Non-Minority							
3,057	5,051							
D. Low Income	Adverse Impacts Level: Low for service area expansion							
E. Disproportionate Burden Policy for Low-Income Populations Analysis								
	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>% low income</th> <th>System-Wide %</th> <th>Difference</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">55%</td> <td style="text-align: center;">62%</td> <td style="text-align: center;">-7%</td> </tr> </tbody> </table>	% low income	System-Wide %	Difference	55%	62%	-7%	Does not meet the threshold of alternatives analysis
% low income	System-Wide %	Difference						
55%	62%	-7%						
	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Low Income</th> <th>Non-Low Income</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">4,435</td> <td style="text-align: center;">3,673</td> </tr> </tbody> </table>	Low Income	Non-Low Income	4,435	3,673			
Low Income	Non-Low Income							
4,435	3,673							

Route 20 - Central Avenue

A. Major Service Change?	Yes	40.2% decrease in revenue miles						
Ridership	11,039							
B. Minority	Adverse Impacts Level: Low for service area expansion							
C. Disparate Impact Policy for Minority Populations Analysis								
	<table border="1"> <thead> <tr> <th>% minority</th> <th>System-Wide %</th> <th>Difference</th> </tr> </thead> <tbody> <tr> <td>34%</td> <td>45%</td> <td>-11%</td> </tr> </tbody> </table>	% minority	System-Wide %	Difference	34%	45%	-11%	Does not meet the threshold of alternatives analysis.
% minority	System-Wide %	Difference						
34%	45%	-11%						
Passengers by month								
	<table border="1"> <thead> <tr> <th>Minority</th> <th>Non-Minority</th> </tr> </thead> <tbody> <tr> <td>3,797</td> <td>7,242</td> </tr> </tbody> </table>	Minority	Non-Minority	3,797	7,242			
Minority	Non-Minority							
3,797	7,242							
D. Low Income	Adverse Impacts Level: Low for service area expansion							
E. Disproportionate Burden Policy for Low-Income Populations Analysis								
	<table border="1"> <thead> <tr> <th>% low income</th> <th>System-Wide %</th> <th>Difference</th> </tr> </thead> <tbody> <tr> <td>67%</td> <td>62%</td> <td>5%</td> </tr> </tbody> </table>	% low income	System-Wide %	Difference	67%	62%	5%	Does not meet the threshold of alternatives analysis
% low income	System-Wide %	Difference						
67%	62%	5%						
	<table border="1"> <thead> <tr> <th>Low Income</th> <th>Non-Low Income</th> </tr> </thead> <tbody> <tr> <td>7,418</td> <td>3,621</td> </tr> </tbody> </table>	Low Income	Non-Low Income	7,418	3,621			
Low Income	Non-Low Income							
7,418	3,621							

Route 22 - Broadway

A. Major Service Change?	No	17% decrease in revenue miles						
Ridership	24,411							
B. Minority	Adverse Impacts Level: Low for service area expansion							
C. Disparate Impact Policy for Minority Populations Analysis								
	<table border="1"> <thead> <tr> <th>% minority</th> <th>System-Wide %</th> <th>Difference</th> </tr> </thead> <tbody> <tr> <td>25%</td> <td>45%</td> <td>-20%</td> </tr> </tbody> </table>	% minority	System-Wide %	Difference	25%	45%	-20%	Does not meet the threshold of alternatives analysis.
% minority	System-Wide %	Difference						
25%	45%	-20%						
Passengers by month								
	<table border="1"> <thead> <tr> <th>Minority</th> <th>Non-Minority</th> </tr> </thead> <tbody> <tr> <td>6,103</td> <td>18,308</td> </tr> </tbody> </table>	Minority	Non-Minority	6,103	18,308			
Minority	Non-Minority							
6,103	18,308							
D. Low Income	Adverse Impacts Level: Low for service area expansion							
E. Disproportionate Burden Policy for Low-Income Populations Analysis								
	<table border="1"> <thead> <tr> <th>% low income</th> <th>System-Wide %</th> <th>Difference</th> </tr> </thead> <tbody> <tr> <td>56%</td> <td>62%</td> <td>-6%</td> </tr> </tbody> </table>	% low income	System-Wide %	Difference	56%	62%	-6%	Does not meet the threshold of alternatives analysis
% low income	System-Wide %	Difference						
56%	62%	-6%						
	<table border="1"> <thead> <tr> <th>Low Income</th> <th>Non-Low Income</th> </tr> </thead> <tbody> <tr> <td>13,670</td> <td>10,741</td> </tr> </tbody> </table>	Low Income	Non-Low Income	13,670	10,741			
Low Income	Non-Low Income							
13,670	10,741							

Route 31 - Magnolia

A. Major Service Change?	Yes	28% decrease om revenue miles						
Ridership	18,496							
B. Minority	Adverse Impacts Level: Low for service area expansion							
C. Disparate Impact Policy for Minority Populations Analysis								
	<table border="1"> <tr> <th>% minority</th> <th>System-Wide %</th> <th>Difference</th> </tr> <tr> <td>63.5%</td> <td>45%</td> <td>19%</td> </tr> </table>	% minority	System-Wide %	Difference	63.5%	45%	19%	DOES meet the threshold of alternatives analysis
% minority	System-Wide %	Difference						
63.5%	45%	19%						
Passengers by month	<table border="1"> <tr> <th>Minority</th> <th>Non-Minority</th> </tr> <tr> <td>11,745</td> <td>6,751</td> </tr> </table>	Minority	Non-Minority	11,745	6,751			
Minority	Non-Minority							
11,745	6,751							
D. Low Income	Adverse Impacts Level: Low for service area expansion							
E. Disproportionate Burden Policy for Low-Income Populations Analysis								
	<table border="1"> <tr> <th>% low income</th> <th>System-Wide %</th> <th>Difference</th> </tr> <tr> <td>52%</td> <td>62%</td> <td>-10%</td> </tr> </table>	% low income	System-Wide %	Difference	52%	62%	-10%	Does not meet the threshold of alternatives analysis
% low income	System-Wide %	Difference						
52%	62%	-10%						
	<table border="1"> <tr> <th>Low Income</th> <th>Non-Low Income</th> </tr> <tr> <td>9,581</td> <td>8,915</td> </tr> </table>	Low Income	Non-Low Income	9,581	8,915			
Low Income	Non-Low Income							
9,581	8,915							

Route 32 - Dandridge

A. Major Service Change?	Yes	41.5% decrease in revenue miles						
Ridership	6,551							
B. Minority	Adverse Impacts Level: Low for service area expansion							
C. Disparate Impact Policy for Minority Populations Analysis								
	<table border="1"> <tr> <th>% minority</th> <th>System-Wide %</th> <th>Difference</th> </tr> <tr> <td>49%</td> <td>45%</td> <td>4%</td> </tr> </table>	% minority	System-Wide %	Difference	49%	45%	4%	Does not meet the threshold of alternatives analysis.
% minority	System-Wide %	Difference						
49%	45%	4%						
Passengers by month	<table border="1"> <tr> <th>Minority</th> <th>Non-Minority</th> </tr> <tr> <td>3,217</td> <td>3,334</td> </tr> </table>	Minority	Non-Minority	3,217	3,334			
Minority	Non-Minority							
3,217	3,334							
D. Low Income	Adverse Impacts Level: Low for service area expansion							
E. Disproportionate Burden Policy for Low-Income Populations Analysis								
	<table border="1"> <tr> <th>% low income</th> <th>System-Wide %</th> <th>Difference</th> </tr> <tr> <td>53%</td> <td>62%</td> <td>-9%</td> </tr> </table>	% low income	System-Wide %	Difference	53%	62%	-9%	Does note meet the threshold of alternatives analysis
% low income	System-Wide %	Difference						
53%	62%	-9%						
	<table border="1"> <tr> <th>Low Income</th> <th>Non-Low Income</th> </tr> <tr> <td>3,459</td> <td>3,092</td> </tr> </table>	Low Income	Non-Low Income	3,459	3,092			
Low Income	Non-Low Income							
3,459	3,092							

Route 34 - Burlington

A. Major Service Change?	Yes	43.2% decrease in revenue miles						
Ridership	5,903							
B. Minority	Adverse Impacts Level: Low for service area expansion							
C. Disparate Impact Policy for Minority Populations Analysis								
	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 33%;">% minority</th> <th style="width: 33%;">System-Wide %</th> <th style="width: 33%;">Difference</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">64.2%</td> <td style="text-align: center;">45%</td> <td style="text-align: center;">19%</td> </tr> </tbody> </table>	% minority	System-Wide %	Difference	64.2%	45%	19%	Does meet the threshold of alternatives analysis
% minority	System-Wide %	Difference						
64.2%	45%	19%						
Passengers by month								
	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%;">Minority</th> <th style="width: 50%;">Non-Minority</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">3,790</td> <td style="text-align: center;">2,113</td> </tr> </tbody> </table>	Minority	Non-Minority	3,790	2,113			
Minority	Non-Minority							
3,790	2,113							
D. Low Income	Adverse Impacts Level: Low for service area expansion							
E. Disproportionate Burden Policy for Low-Income Populations Analysis								
	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 33%;">% low income</th> <th style="width: 33%;">System-Wide %</th> <th style="width: 33%;">Difference</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">71.7%</td> <td style="text-align: center;">62%</td> <td style="text-align: center;">10%</td> </tr> </tbody> </table>	% low income	System-Wide %	Difference	71.7%	62%	10%	Does meet the threshold of alternatives analysis
% low income	System-Wide %	Difference						
71.7%	62%	10%						
	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%;">Low Income</th> <th style="width: 50%;">Non-Low Income</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">4,232</td> <td style="text-align: center;">1,671</td> </tr> </tbody> </table>	Low Income	Non-Low Income	4,232	1,671			
Low Income	Non-Low Income							
4,232	1,671							

Route 40 - South Knoxville

A. Major Service Change?	Yes	48.5% decrease in revenue miles						
Ridership	4,083							
B. Minority	Adverse Impacts Level: Low for service area expansion							
C. Disparate Impact Policy for Minority Populations Analysis								
	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 33%;">% minority</th> <th style="width: 33%;">System-Wide %</th> <th style="width: 33%;">Difference</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">49%</td> <td style="text-align: center;">45%</td> <td style="text-align: center;">4%</td> </tr> </tbody> </table>	% minority	System-Wide %	Difference	49%	45%	4%	Does not meet the threshold of alternatives analysis.
% minority	System-Wide %	Difference						
49%	45%	4%						
Passengers by month								
	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%;">Minority</th> <th style="width: 50%;">Non-Minority</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">1,997</td> <td style="text-align: center;">2,086</td> </tr> </tbody> </table>	Minority	Non-Minority	1,997	2,086			
Minority	Non-Minority							
1,997	2,086							
D. Low Income	Adverse Impacts Level: Low for service area expansion							
E. Disproportionate Burden Policy for Low-Income Populations Analysis								
	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 33%;">% low income</th> <th style="width: 33%;">System-Wide %</th> <th style="width: 33%;">Difference</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">53%</td> <td style="text-align: center;">62%</td> <td style="text-align: center;">-9%</td> </tr> </tbody> </table>	% low income	System-Wide %	Difference	53%	62%	-9%	Does not meet the threshold of alternatives analysis
% low income	System-Wide %	Difference						
53%	62%	-9%						
	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%;">Low Income</th> <th style="width: 50%;">Non-Low Income</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">2,176</td> <td style="text-align: center;">1,907</td> </tr> </tbody> </table>	Low Income	Non-Low Income	2,176	1,907			
Low Income	Non-Low Income							
2,176	1,907							

Route 44 - University Park

A. Major Service Change?	Yes	48.9% decrease in revenue miles						
Ridership	5,529							
B. Minority	Adverse Impacts Level: Low for service area expansion							
C. Disparate Impact Policy for Minority Populations Analysis								
	<table border="1"> <thead> <tr> <th>% minority</th> <th>System-Wide %</th> <th>Difference</th> </tr> </thead> <tbody> <tr> <td>45%</td> <td>45%</td> <td>0%</td> </tr> </tbody> </table>	% minority	System-Wide %	Difference	45%	45%	0%	Does not meet the threshold of alternatives analysis.
% minority	System-Wide %	Difference						
45%	45%	0%						
Passengers by month								
	<table border="1"> <thead> <tr> <th>Minority</th> <th>Non-Minority</th> </tr> </thead> <tbody> <tr> <td>2,471</td> <td>3,058</td> </tr> </tbody> </table>	Minority	Non-Minority	2,471	3,058			
Minority	Non-Minority							
2,471	3,058							
D. Low Income	Adverse Impacts Level: Low for service area expansion							
E. Disproportionate Burden Policy for Low-Income Populations Analysis								
	<table border="1"> <thead> <tr> <th>% low income</th> <th>System-Wide %</th> <th>Difference</th> </tr> </thead> <tbody> <tr> <td>57%</td> <td>62%</td> <td>-5%</td> </tr> </tbody> </table>	% low income	System-Wide %	Difference	57%	62%	-5%	Does not meet the threshold of alternatives analysis
% low income	System-Wide %	Difference						
57%	62%	-5%						
	<table border="1"> <thead> <tr> <th>Low Income</th> <th>Non-Low Income</th> </tr> </thead> <tbody> <tr> <td>3,174</td> <td>2,355</td> </tr> </tbody> </table>	Low Income	Non-Low Income	3,174	2,355			
Low Income	Non-Low Income							
3,174	2,355							

Route 45 - Vestal

A. Major Service Change?	Yes	49.2% decrease in revenue miles						
Ridership	5,174							
B. Minority	Adverse Impacts Level: Low for service area expansion							
C. Disparate Impact Policy for Minority Populations Analysis								
	<table border="1"> <thead> <tr> <th>% minority</th> <th>System-Wide %</th> <th>Difference</th> </tr> </thead> <tbody> <tr> <td>45%</td> <td>45%</td> <td>0%</td> </tr> </tbody> </table>	% minority	System-Wide %	Difference	45%	45%	0%	Does not meet the threshold of alternatives analysis.
% minority	System-Wide %	Difference						
45%	45%	0%						
Passengers by month								
	<table border="1"> <thead> <tr> <th>Minority</th> <th>Non-Minority</th> </tr> </thead> <tbody> <tr> <td>2,318</td> <td>2,856</td> </tr> </tbody> </table>	Minority	Non-Minority	2,318	2,856			
Minority	Non-Minority							
2,318	2,856							
D. Low Income	Adverse Impacts Level: Low for service area expansion							
E. Disproportionate Burden Policy for Low-Income Populations Analysis								
	<table border="1"> <thead> <tr> <th>% low income</th> <th>System-Wide %</th> <th>Difference</th> </tr> </thead> <tbody> <tr> <td>66%</td> <td>62%</td> <td>4%</td> </tr> </tbody> </table>	% low income	System-Wide %	Difference	66%	62%	4%	Does not meet the threshold of alternatives analysis
% low income	System-Wide %	Difference						
66%	62%	4%						
	<table border="1"> <thead> <tr> <th>Low Income</th> <th>Non-Low Income</th> </tr> </thead> <tbody> <tr> <td>3,389</td> <td>1,785</td> </tr> </tbody> </table>	Low Income	Non-Low Income	3,389	1,785			
Low Income	Non-Low Income							
3,389	1,785							

Orange Line Trolley

A. Major Service Change?	No	8.5% decrease in revenue miles						
Ridership	16,735							
B. Minority	Adverse Impacts Level: Low for service area expansion							
C. Disparate Impact Policy for Minority Populations Analysis								
	<table border="1"> <thead> <tr> <th>% minority</th> <th>System-Wide %</th> <th>Difference</th> </tr> </thead> <tbody> <tr> <td>33%</td> <td>45%</td> <td>-12%</td> </tr> </tbody> </table>	% minority	System-Wide %	Difference	33%	45%	-12%	Does not meet the threshold of alternatives analysis.
% minority	System-Wide %	Difference						
33%	45%	-12%						
Passengers by month								
	<table border="1"> <thead> <tr> <th>Minority</th> <th>Non-Minority</th> </tr> </thead> <tbody> <tr> <td>5,456</td> <td>11,279</td> </tr> </tbody> </table>	Minority	Non-Minority	5,456	11,279			
Minority	Non-Minority							
5,456	11,279							
D. Low Income	Adverse Impacts Level: Low for service area expansion							
E. Disproportionate Burden Policy for Low-Income Populations Analysis								
	<table border="1"> <thead> <tr> <th>% low income</th> <th>System-Wide %</th> <th>Difference</th> </tr> </thead> <tbody> <tr> <td>40%</td> <td>62%</td> <td>-23%</td> </tr> </tbody> </table>	% low income	System-Wide %	Difference	40%	62%	-23%	Does not meet the threshold of alternatives analysis
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Low Income	Non-Low Income							
6,610	10,125							

Green Line Trolley

A. Major Service Change?	Yes	51.9% decrease in revenue miles						
Ridership	10,501							
B. Minority	Adverse Impacts Level: Low for service area expansion							
C. Disparate Impact Policy for Minority Populations Analysis								
	<table border="1"> <thead> <tr> <th>% minority</th> <th>System-Wide %</th> <th>Difference</th> </tr> </thead> <tbody> <tr> <td>34%</td> <td>45%</td> <td>-11%</td> </tr> </tbody> </table>	% minority	System-Wide %	Difference	34%	45%	-11%	Does not meet the threshold of alternatives analysis.
% minority	System-Wide %	Difference						
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Minority	Non-Minority							
3,560	6,941							
D. Low Income	Adverse Impacts Level: Low for service area expansion							
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Low Income	Non-Low Income							
3,560	6,941							

Blue Line Trolley

A. Major Service Change? No 12.5% decrease in revenue miles

Ridership 21,209

B. Minority Adverse Impacts Level: Low for service area expansion

C. Disparate Impact Policy for Minority Populations Analysis

% minority	System-Wide %	Difference
23%	45%	-22%

Does not meet the threshold of alternatives analysis.

Passengers by month

Minority	Non-Minority
4,899	16,310

D. Low Income Adverse Impacts Level: Low for service area expansion

E. Disproportionate Burden Policy for Low-Income Populations Analysis

% low income	System-Wide %	Difference
39%	62%	-24%

Does not meet the threshold of alternatives analysis

Low Income	Non-Low Income
8,165	13,044

Accrual Of Reductions Analysis

The changes involve emergency service reductions. Each route with reductions was analyzed as part of an overall accrual of negative impacts to determine if the overall package of changes resulted in more service reductions among minorities and low income routes compared with the system-wide percentages of each.

Below is a summary chart showing each route that had reductions, the number of minority and non-minority passengers averaged out for 2019 (pre-Covid), and the number of minority, non-minority, low income and non-low income passengers for that same month, based on the surveyed percentage of minority and low income passengers by route. The passenger numbers are totaled for an overall assessment of system impact. This is compared with the system-wide percentages of minority and low income.

	Minority	Non-Minority	Low Income	Non Low Income
11	13,706	13,064	14,161	12,609
17	3,057	5,051	4,435	3,673
20	3,797	7,242	7,418	3,621
22	6,103	18,308	13,670	10,741
31	11,745	6,751	9,581	8,915
32	3,217	3,334	3,459	3,092
34	3,790	2,113	4,232	1,671
40	1,997	2,086	2,176	1,907
44	2,471	3,058	3,174	2,355
45	2,318	2,856	3,389	1,785
Green	3,560	6,941	3,560	6,941
Orange	5,456	11,279	6,610	10,125
Blue	4,899	16,310	8,165	13,044
Totals	66,115	98,394	84,032	80,477

Total	40.2%	51.1%
<i>System-wide percentages</i>	<i>45.0%</i>	<i>62.0%</i>

Accrual of Reductions Summary Conclusions

The overall service reductions impact minority populations at a lesser rate than the system-wide percentage of the minority population, and the overall service reductions impact low income populations at a lesser rate than the system-wide percentage of low income population.

Appendix A Definitions

Major Service Change

Any change that affects 25% or more of the number of transit route miles of a route (either addition or deletion):
or 25% or more of the number of transit revenue vehicle miles of a route, computed on a daily basis for the day of the week for which the change is to be made.

If a change is determined to fit this definition, KAT staff will conduct a service equity analysis, according to FTA circulars 4702.1B and 4703.1, and present the results to the KTA to be included when considering approval of said change.

Disproportionate Burden Policy for KAT respecting Low Income populations






Prior to adoption by the KTA of any Major Service Change, or a fare increase or decrease, KAT staff will perform a Title VI equity analysis. If the analysis shows that a low-income population is negatively impacted by the proposed action at a rate that is 10 percentage points beyond the system-wide percentage of the low income population, then an additional review will take place (alternatives evaluation). In that instance, KAT staff would evaluate whether alternatives exist that would serve the same objectives but with less negative impact on a low income population. The results of the equity analysis and alternatives evaluation (if required) will be presented to the KTA when considering approval of said change.

Disparate Impact Policy for KAT Respecting Minority Populations

Prior to adoption by the KTA of any Major Service Change, or fare increase or decrease, KAT staff will perform a Title VI equity analysis. If the analysis shows that a minority population is negatively impacted by the proposed action at a rate that is 10 percentage points beyond the system-wide percentage of the minority population, then an additional review will take place (alternatives evaluation). In that instance, KAT staff would evaluate whether alternatives exist that would serve the same objectives but with less negative impact on a minority population. The results of the equity analysis and alternatives evaluation (if required) will be presented to the KTA when considering approval of said change.

Adverse Effects

The adverse effect of a route change is measured by the change between the existing and proposed service levels that would be deemed significant. There are varying degrees of adverse impacts, which are considered in the Title VI analysis of any proposed route change. Those with more substantial adverse impacts are given greater analysis and consideration than those with less. Examples of these degrees of adverse effects are as follows:

	Proposed elimination of a route - a potential high adverse impact
	Proposed elimination of a portion of a route
	Proposed reduction in frequency
	Proposed elimination of 1-2 trips on a route - a potential lower adverse impact
	Proposed increase of service - no adverse impact, but analyzed for accrual of benefits to ensure benefits distributed equally.

These degrees have additional circumstances and each route is analyzed individually. These degrees of effects are merely starting points for the analysis.

APPENDIX B: Detailed explanation of analysis

Analysis Step-by-Step Description

The following is a **step-by-step description of the analytical methodology** (for items 1-4) that we followed to determine whether the proposed change would have a disparate impact on minority populations, or a disproportionate burden on low income populations. This description serves as further explanation of the summary table which follows, as an example to explain in detail the step-by-step methodology of the analysis of the proposed route change.

DETAILED EXAMPLE OF ANALYSIS

Route 11 – Kingston Pike

Summary of Changes: 15-minute service on weekdays during peak hours (increased from 30-minute service). 30-minute service on weekday evenings and Saturdays until 10:15 p.m. (increased from 1 hour service).

Process of Analysis:

- A. *Is this a major service change? YES. This proposal results in an increase of 36% in route revenue vehicle miles.*

A. Major Service Change?	YES	36% increase in route revenue vehicle miles
		35:25 additional hours of service each weekday
		30:50 additional hours of service each Saturday
Ridership	30,068	Sep-13*

* September 2013 is the sample month determined by survey consultants for use as a typical month for analysis.

- B. *To what degree is there an adverse impact on minority and low income populations? Because this is a service improvement, there is no adverse impact (See Accrual of Benefits for further analysis of service improvements).*

B.	Minority	Adverse Impacts Level: Low for increased service.	
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- C. *Since this is a major service change, is there a Disparate Impact for Minority Populations?*

Analytical Methodology: Using the statistical data from the survey, KAT examined the minority ridership specific to Route 11 – Kingston Pike in comparison to the overall system minority ridership (see table below).

C. Disparate Impact Policy for Minority Populations Analysis			
Route 11	% minority	System-Wide %	Difference
	50%	45%	5%
	Does NOT meet the 10% threshold of alternatives analysis.		
Passengers by Month			
Route 11	Minority	Non-Minority	
	15,034	15,034	

Because the percent minority of Route 11 does not meet the threshold set by the Disparate Impact Policy (10 percentage points beyond the system wide percentage), there is no need for an alternatives analysis for this route change.

Because this is a service increase, and because the minority ridership on this route is not significantly (10% or more) above the system-wide average, minority populations will not experience a disparate impact with this change. In instances where a Disparate Impact Exists, further analysis will follow in this report after the initial analysis table.

D. The next step will be to determine to what degree there is an adverse effect to Low Income populations. Again, because this is a service improvement, there is no adverse impact (See Accrual of Benefits for further analysis of service improvements).

D.	Low Income	Adverse Impacts Level: Low for increased service.
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E. Since this is a major service change, is there a Disproportionate Burden on Low Income populations?

Analytical Methodology: Using the statistical data from the survey, KAT examined the low income ridership specific to Route 11 – Kingston Pike in comparison to the overall system low income ridership (see table below).

E. Disproportionate Burden Policy for Low-Income Populations Analysis

Route 11	% low income	System-Wide %	Difference
	57%	71%	-14%

Does NOT meet the 10% threshold of alternatives analysis.

Passengers by Average Month

Route 11	Low Income	Non-Low Income
	17,139	12,929

However, it is noted that the non-low income percentage for this route (43%) is significantly higher than system-wide. This must be considered in the overall accrual of benefits to ensure that non-low income passengers are not benefiting in greater proportion to low income passengers.

Because the percent low income of Route 11 does not meet the threshold set by the Disproportionate Burden Policy (10 percentage points beyond the system wide percentage), there is no need for an alternatives analysis for this route change, as it is determined that low income populations will not experience a disproportionate burden. HOWEVER, it is noted that because the non-low income percentage for this route is higher than average system-wide, this must be considered in the overall accrual of benefits to ensure that non-low income passengers are not benefiting from the system-wide route changes in greater proportion to low income passengers.

INDYA KINCANNON
MAYOR
(865)215-2040



CITY OF KNOXVILLE
KNOXVILLE TRANSPORTATION AUTHORITY

This meeting and all communications between members is subject to the
of the Tennessee Open

CHRIS CROUCH
CHAIR
JIM RICHARDS
VICE-CHAIR
RHONDA THOMPSON
RECORDING SECRETARY
SANDY BOOHER
LILIANA BURBANO BONILLA
MARK HAIRR
DOUGLAS LAWYER
AMELIA PARKER
KIMBERLY WATKINS
JOHN LAWHORN
ATTORNEY TO K.T.A.

RESOLUTION

KNOXVILLE TRANSPORTATION AUTHORITY

A Resolution of the Knoxville Transportation Authority recommending approval of the fare reductions, effective until further notice.

WHEREAS, the Knoxville Transportation Authority has jurisdiction over Knoxville Area Transit fares; and

WHEREAS, Knoxville Area Transit has made emergency and temporary changes to fares during the global pandemic; and

WHEREAS, Knoxville Area Transit never anticipated the length of the pandemic nor the length of time emergency fares and services would be in place; and

WHEREAS, Knoxville Area Transit now recognizes the 12-month period approaching with the current emergency reduced fare structure in place; and

WHEREAS, there is no foreseeable end to the pandemic;

NOW THEREFORE, BE IT RESOLVED BY THE KNOXVILLE TRANSPORTATION AUTHORITY (KTA):

The KTA, after receipt and consideration of the Title VI analysis, recommends approval of the emergency reduced fare structure as the regular fare structure until further notice.

Chair, Knoxville Transportation Authority

Date

Meetings Act, TENN. CODE ANN. § 8-44-101, et seq.

City of Knoxville

Taxicab Information Card

Taxi Rates (Effective 08/01/2006)

Maximum Meter Rate:	\$2.00 per mile (\$0.20 p 1/10 mile)
Initial Fee (meter pull):	\$2.00
Waiting Time:	\$15.00 per hour (\$0.25 p minute)
Additional Passenger Charge:	\$2.00 per person
Excess Luggage (over 3 large suitcases)	\$5.00

Approximate Taxi Fares

based on meter rate to/from

McGhee Tyson Airport

Locations (within the city)	Est. Mileage	Est. Fare
Downtown	14 - 16	\$30 - \$34
UT Student Center	12 - 13	\$26 - \$28
West Town Mall	19 - 20	\$40 - \$42
I-40 Cedar Bluff/Lovell Rd	16 - 18	\$34 - \$38
I-40 Strawberry Plains	23 - 24	\$48 - \$50
I-75 Merchant's Dr.	17 - 18	\$36 - \$38
I-75 Emory Rd	21 - 22	\$44 - \$46
Knoxville Center Mall	21 - 22	\$44 - \$46

Above fares include the initial Meter Pull (\$2.00) and are approximations. Actual fares may be higher due to traffic or road conditions that require alternate routes.

RATES SET BY KNOXVILLE TRANSPORTATION AUTHORITY (KTA). IF YOU BELIEVE YOU HAVE BEEN OVERCHARGED OR IMPROPERLY TREATED, PLEASE CONTACT THE KNOXVILLE POLICE DEPARTMENT TAXI INSPECTOR AT (865) 215-7379

City, State	Population¹	Airport volume/yr²	rate/mile⁴	meter pull	wait time	addt'l person	Add'l Fees while in motion
Knoxville, Tn	188,000	1.2 mil	\$2.00	\$2.00	\$15 /hr	\$2.00	none
Gainesville, Fl	141,000	0.4 mil	\$2.80	\$3.50	\$30 /hr	\$2.00	Football & Airport surcharges
Paterson, NJ	146,000	N/A	\$2.80	\$6.00	\$17 /hr	\$3.00	\$5 airport (Newark)
Savannah, Ga	146,000	1.4 mil	\$2.28	\$3.00	\$25 /hr	\$5.00	Out of State \$10
Glendale, Ca	200,000	3.3 mil	\$2.70	\$2.65	\$29 /hr	\$3.00	\$2.50 per ride
Birmingham, Al	212,000	1.5 mil	\$2.00	\$4.50	\$24 /hr	\$4.00	up to \$5
Orlando, FL	308,000	24 mil	\$2.40	\$2.75	\$40 /hr	\$4.00	none
Cleveland, Oh	376,000	5 mil	\$2.25	\$2.75	\$26 /hr	\$3.00	\$3 per person airport
Atlanta, Ga	499,000	53 mil	\$2.00	\$3.75	\$21 /hr	\$2.00	Airport and Zones
Charlotte, Nc	857,000	24 mil	\$2.50	\$2.50	\$30 /hr	\$0.50	

1 US Census

2 Stratosjets

3 Wiiki US Taxis

4 Convening Authority web portals



August 27, 2021

Knoxville Transportation Authority Board
301 E Church Ave, Knoxville TN 37915

RE: Proposed Taxi Rate Increase

Respected Board Members and Whomever it May Concern:

My name is James Resciniti and I am the owner/operator of Lightning Taxi LLC, holding a permit and certificate of convenience to operate in the City of Knoxville. This cover letter precedes rate information research for taxi rates within municipalities similar in size to Knoxville and a document containing signatures of support from other Knoxville taxi drivers and transportation company owners.

As you are aware, it has been many years since the Knoxville City taxi rates have been increased. Since that time, the costs involved in operating a taxicab have drastically increased while the amount of business, due to unregulated competition, has decreased. Fuel, oil, tires, parts, mechanic's labor have all more than doubled. There is nothing any of us can do about that, however, it only makes sense that in turn, the taxi rates should also increase. It is a necessity if we are to remain solvent as companies and for drivers to earn a just wage.

My research shows that the municipalities that have already responded to changes in the market with respect to rising operating costs, have increased taxi rates to an average of \$2.65 per mile and wait time rates as high as \$40 per hour. In the areas that still operate at the old rates, fees and surcharges have been added that are not only expensive, but are clunky and hard to understand, things like airport fees, event fees, zone modifiers, etc.

We believe that a new taxi rate of **\$2.50 per mile** (0.25 per 1/10) with a **meter pull of \$5.00**, \$2.50 per additional person and wait time rate of \$0.50 per minute is fair and will be sufficient going forward. These increases represent only a 25% increase in the mileage rate and additional passenger fee. The higher increases to the meter pull and wait time are in line with national averages and are necessary to help combat costly travel time while vacant and the increased costs of mileage travelled between fares.

With the cost of rideshare on the rise, some livery operators may worry that an increase in taxi fares may reduce the chance for market migration. According to Mobility Lab, only 29% of rideshare users chose that mode because of cost. Most are coming to the taxi business because of reliability and safety. Cost is not the issue.

Thank you for your time,

A handwritten signature in black ink that reads "James Resciniti". The signature is written in a cursive style with a large, stylized initial "J".

James Resciniti, Chief Member
Lightning Taxi LLC