

Knoxville Transportation Authority

Meeting Date: Thursday, March 23, 2023



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INDYA KINCANNON
MAYOR
(865)215-2040



CITY OF KNOXVILLE
KNOXVILLE TRANSPORTATION AUTHORITY

AGENDA

Thursday, March 23, 2023

City County Building, Main Assembly Room

TOMMY SMITH
CHAIR

CHRISTI KIRK
VICE-CHAIR

ANALISA VALENTINE
RECORDING SECRETARY

CANDACE BRAKEWOOD

DUSTIN DURHAM

VINCE FUSCO

MARK HAIRR

NANCY NABORS

JOEL SIMMONS

KIMBERLY WATKINS

JOHN LAWHORN
ATTORNEY TO K.T.A.

- I. Determination of a Quorum
- II. Approval of Minutes – February 23, 2023
- III. Reports
 - A. KTA Chair
 - B. Commissioner’s Comments
 - C. Staff
 - i. City of Knoxville Director of Transit
Discussion of Preliminary Public Engagement and Survey Results of the KAT
Reimagined Draft Network
 - ii. TPO Transit Planner
- IV. New Business
- V. Old Business
- VI. Public Comments
- VII. Set Next Meeting for April 27, 2023 and Adjourn

Minutes
KNOXVILLE TRANSPORTATION AUTHORITY
City County Building
Thursday, February 23, 2023, at 3:00 pm

I. Determination of Quorum

Chair Smith called the meeting to order. Commissioners in attendance were as follows:

Commissioner Brakewood
Commissioner Hairr
Commissioner Nabors
Commissioner Simmons
Commissioner Durham

II. Approval of Minutes- February 23, 2023

Chair Smith asked for the approval of minutes, and asked if anyone had any questions about last month's meeting. There were no questions at that time.

Commissioner Hairr made a motion to approve the minutes from February 23, 2023, meeting. Vice Chair Kirk seconded the motion. The board was unanimous.

III. Reports A. KTA Chair

Chair Smith stated that he didn't have anything to report but had a question. He asked Mr. Thorne if there were any accidents this month.

Mr. Thorne stated that unfortunately we had some preventable accidents but are working on it.

Chair Smith asked if he didn't mind sending the KTA board that information.

Mr. Thorne answered yes.

B. Commissioners' Comments

Chair Smith asked Commissioner Durham to talk about the upcoming conference.

Commissioner Durham stated that he had talked with Chair Smith, Mrs. Woodiel-Brill, and Mr. Thorne about an Urban Planning Group called the Congress for the New Urbanism. Commissioner Durham talked briefly about the group, and what they do. Commissioner Durham recommended a conference that board members should attend, that is held every year and that he had reached out to Visit Knoxville to see if Knoxville could be a potential host. He stated that Charlotte will be the city to host this year and gave the dates. Commissioner Durham talked about that this year's theme is called The Corridor and mentioned that Knoxville has many good corridors. Commissioner Durham gave the website to go to, which is www.cnu.org, and again highly recommended everyone to attend because of the things that are discussed on this authority and in general, that it should be investigated.

Chair Smith thanked Commissioner Durham for his report and mentioned that we could push to have it here in Knoxville.

Commissioner Durham mentioned that after meeting with CNU during covid, it was stated that CNU would like to try and have mini conferences that focused on different topics and would love to have a one-to-two-day conference here in Knoxville.

Chair Smith asked for dates again.

Commissioner Durham stated Memorial Day week

Chair Smith thanked Commissioner Durham for his report and asked for any other comment from the commissioners. There were none at that time.

C. Staff

i. City of Knoxville Director of Transit

Mr. Thorne reported that there was an increase in ridership for the month of January 2023, of 22%. He went on to say that TDOT approved a grant of \$5 million to install overhead charging at Knoxville Station and have also accumulated 2 other approved grants worth \$3.7 million, giving a total of \$8.75million. Mr. Thorne stated that this will allow us to

install the overhead charging and expand our electric bus fleet. He mentioned about the upcoming public meeting for KAT Reimagined that evening, and one on that Saturday, February 25, 2023.

a. Update on KAT Reimagined

Ricky Angueira reintroduced himself and Charles T. Brown with Equitable Cities, lead on the engagement process. Mr. Angueira gave an update of the process. He went over the previous phase between ridership and coverage and gave graphs of each. Mr. Angueira showed a pre covid map compared to the Draft Network. He presented existing and draft network maps for more frequent weekend services. Mr. Angueira presented different demographic groups to make sure that KAT is equitable with different groups near transit. He also gave examples of the fixed time with 45 minutes access and discussed public engagements including past open house meetings and upcoming in person meetings. Mr. Angueira gave a preliminary survey report and a summary of the demographics and riders as of that week, and then he turned over the floor to Charles T. Brown with Equitable Cities.

Charles T. Brown gave a brief introduction and what his company entails. Mr. Brown talked about how they oversaw the outreach and ensured that it was done in an equitable and inclusive way. He talked about how his very experienced team engaged and approached transit and non-transit riders. Mr. Brown gave updated numbers of progress as of the present day, (February 23, 2023). He reported that as of the present, his survey team engaged 513 people. They completed 124 surveys and handed out 389 postcards. Mr. Brown gave the floor back over to Mr. Angueira.

Mr. Angueira concluded that engagement would continue until the end of the month and encouraged help in spreading the word about the draft network and to share on all social media outlets.

Commissioner Hairr asked if trolley passengers are being surveyed directly on the trolleys.

Charles T. Brown answered not at that time, but is in the plan, and a whole day will be dedicated solely to trolley passengers.

Commissioner Hairr asked that based off the nature of this study, but in terms of the ADA Lift service, if there was any outreach or discussion to those passengers.

Mr. Brown answered that they hoped to have captured them through the virtual process as well as the public meetings that they've held and continue to hold. He stated that they have not done that yet.

Commissioner Brakewood asked about the next steps after receiving the feedback and what sort of revision might be to get to that final plan. She asked if there are considerations of putting minor tweaks to those pinpoints that they've heard from the riders.

Mr. Angueira stated that the next thing to do is when they finalize the survey, they will summarize the results and come back to the board and present them. He said depending on how much they hear, they might tackle some of those things with KAT staff. Mr. Angueira stated that if there are big changes, then there might be a shift between ridership and coverage, and the plan would be revised.

Mr. Brown added that if the board felt that there should be focused groups or listening sessions with a particular population, based upon a concern, they have the ability to do that as well.

Chair Smith asked if Equitable Cities staff would be at the meeting that evening and again on that Saturday.

Mr. Brown answered yes to both.

Chair Smith asked if the new downtown connector will be free like the current trolleys, or if that free service was going away.

Mr. Thorne stated that it will be determined. That it had been discussed whether they would make them free or charge a fare.

Chair Smith asked if Mr. Brown's team had been on the trolley yet.

Mr. Brown stated that they haven't yet but are prioritizing doing so.

Chair Smith asked if that is a question posed on the survey for trolley riders.

Mr. Angueira said it is not a specific question.

Chair Smith asked if they would be made aware during the survey process.

Mr. Brown stated that if the question comes up, the survey team are prepared to answer. They have the ability to capture open ended responses. That is how Mr. Angueira is hearing some of the additional things that are shared today. If someone brings it up, the team had been instructed to write down all concerns.

Chair Smith said that he didn't know about other commissioners, but given if that's up for consideration, that it might be good to add that as a part of the open forum, the last comment question that you ask trolley riders. That there will be a change, and it may influence how they answer. He said that he didn't know if others agreed, but it's worth noting for at least of those that are going to answer.

Mr. Brown asked Chair Smith to repeat his statement to make sure that he got it.

Chair Smith told Mr. Brown that he will let him choose the language. He stated that if you're asking someone on a trolley whether they think the overall benefit is going to be good to them personally or to the city, their answer may change if it goes from free to not free. He stated maybe that's a question at the end. If any of their answers change if that route is now a \$1.00 vs. Free.

Chair Smith said that he had one more general question. He asked if ETHRA or CAC's network will change based off of the draft network.

Mr. Thorne stated that's also one thing they're trying to determine as well. Because of ADA paratransit service, they are required by law to provide $\frac{3}{4}$ of a mile from a fixed route, so if they were shrinking the system, the bus network, they could shrink also the ADA paratransit network. He said that's

what they're trying to determine. Mr. Thorne stated that what they've done is that TPO has provided some maps for them, and they're sending that to their paratransit providers, and if they did shrink the system for ADA paratransit service, how many customers will potentially be affected. He said that they hope to have those numbers the following week.

Chair Smith asked Mr. Thorne if he could say again the requirements for them. He asked how close they have to be or not.

Mr. Thorne repeated the ADA requirements again to Chair Smith.

Chair Smith stated that paratransit is a service to the community and asked if they could show that displayed on top of the draft network.

Mr. Thorne stated that they may have those lines that show where it exists right now. He said that they may also have that with the draft network as well.

Mrs. Woodiel-Brill stated that she believed so.

Mr. Thorne said that they could show that.

Chair Smith mentioned that he thinks that it doesn't show the whole picture of the service in our community, and that particularly the people that don't use those paratransit services. He said that they wouldn't be aware that there are those services to reach out further. He states that he didn't know where to reflect that to the community, but it is an important view at a minimum for the board, because it is a service that is not on our views so far.

Mr. Thorne commented that Chair Smith made a great point, and it's a part of the final decision that the board will have to make too. He asked in general if they keep the existing ADA paratransit service area or would they pull back a little bit. He said that they've had those discussions internally and they're trying to get Chair Smith the information that the board will need to decide.

Chair Smith made the statement that it seems like a subsequent step, but the existing network should be able to see that, and it would be helpful.

Chair Smith asked if there were any further questions from any other commissioners, and if there is any other discussion of this topic.

No one had anything further.

Chair Smith asked if there was a representative from the city.

Mr. Thorne answered yes. He welcomed Brian Blackmon from the Office of Sustainability and his team. He went on to say that Mr. Blackmon is going to present the Decarbonization Emission Plan. Mr. Thorne thanked Mr. Blackmon and his team for all the hard work they put into this, and that they've had a lot of meetings over the last 6 months to put this together.

b. Presentation of KAT Decarbonization Plan

Brian Blackmon gave a brief introduction of himself and his team. He stated that he has been a long-time partner with KAT. Mr. Blackmon asked the question, "Why do we want to do a standalone plan?" He went on to explain how to reduce GHG Emissions and broke down the desired outcome. Mr. Blackmon talked about the workflow, listed peer agency review, new commitments and Annual reporting on emissions.

Commissioner Durham asked if the emissions reduction is just for the buses themselves or does that include everything.

Mr. Blackmon answered; everything. Building super stops, lights, parking lots, buses support vehicles, everything. It's the entirety of the operation from top to bottom. He asked if it could be done, and the short answer was yes. Then Mr. Blackmon went on to explain the long answer that it's going to take multiple decades of vehicle replacements, investments from TVA to play out and some facility investments. He said that the path laid out here will reduce emissions 95% from baseline, 78% from business as usual.

Mr. Blackmon showed a graph that proposed interventions would drastically reduce GHG emissions by the year 2050, compared to business-as-usual operations. Then we went on to list the core strategies. He also went over operational cost impacts and gave multiple examples such as the average monthly cost of electricity per bus, and the average monthly cost of diesel per bus. Mr. Blackmon further explained renewable energy.

Commissioner Durham asked about the cost of solar panels at 125kw.

Mr. Blackmon responded that it would be about \$320,000. That it's roughly \$125,000kw hours essentially, and they would multiply \$2.40-\$2.60, which is the current pricing, so they do a price per watt and that is standard in the area right now.

Commissioner Durham asked that it would be around \$300,000 and pay off in about 15 years.

Mr. Blackmon said that as long as it's going back into the building, you're capturing that. The cost to sell it back to TVA or KUB is significantly lower than offsetting your operational cost because it may be \$.04 per kilowatt hour to sell it back to them, so they want to make money, or if it goes back into your building, you're offsetting it basically at retail rate which is \$.13 per kilowatt hour.

Chair Smith directed a question to either Isaac or Brian. He said that he saw about 11,000 scooter rides last year per month. He asked if those scooter riders are just not driving cars now or are they riders that are on the bus now. He said that he was sure that it's hard to narrow down, and asked what their sense of this is.

Mr. Thorne answered that he did not know and directed to Mr. Blackmon.

Mr. Blackmon responded that he does not know.

Commissioner Brakewood said that she could answer that. She said that she hasn't looked at the Knoxville data specifically, but she conducted some studies of other cities that are like Knoxville's for example; Louisville, KY as well as Nashville, and it has a very minimal impact. Commissioner

Brakewood went on to say that it's a largely different population of people, and she would say that almost net zero people coming off the bus on to scooters. She stated that there are a few, but you get some teens as well transferring too, minimum at the bottom line in most cities.

Chair Smith asked if most of them were riding cars before, or walking.

Mr. Blackmon answered, correct. He said that it's displacing cars and/or walking trips and that reflects research by Professor Chris Cherry as well.

Chair Smith thanked Mr. Blackmon and asked if there were any other questions or comments for Director Blackmon. Then he asked if there is a next step for this body to consider.

Mr. Blackmon stated that they'll get the plan to him and that projecting the city's targets and goals on KAT specifically, but it's real-world numbers by what that impact would be. He said that he doesn't know that it's necessarily anything to decide on, but this is how they are approaching it. Mr. Blackmon went on to tell Chair Smith that if he has any thoughts or concerns, they'll be happy to discuss them.

Chair Chris thanked Mr. Blackmon

ii. TPO Transit Planner

Mr. Burton stated that since he is a part of the KAT Reimagined, he deferred his time to that presentation

Commissioner Durham had a question for Mr. Blackmon. He asked when he sees a plan about carbon reduction, is there a plan to reexamine it every so many years as technology evolves.

Mr. Blackmon stated that they will reevaluate all their plans roughly at a three-year cycle. He said that KAT may be a little bit staggered in that, but will be a priority, and will try to project any changes into their plans as well.

Mr. Thorne added that they've had a lot of conversations about this and have plans that they're going to be able to update this on a regular basis and not let it sit on the shelf.

IV. New Business

There was no new business

V. Old Business

There was no old business

VI. Public Comment

There were no public comments.

Chair Smith asked Ms. Valentine if anyone signed up for the public comment

Ms. Valentine stated that there were none.

Chair Smith said without any other discussion, is adjourned

VII. Set Next Meeting and Adjourn

The next meeting was set for March 23, at 3:00 p.m. at the City County Building Main Assembly Room.

Respectfully submitted,
Analisa Valentine
KTA Recording Secretary

City of Knoxville
Schedule of Revenues & Expenses Compared to Budget
February 2023

	Current Year:					Prior Year:	
	Original Budget	Current Budget	Actual	Variance		Actual - Prior Year	Variance
Revenue							
Charges for Service							
Farebox & Pass Revenue	\$ 550,000	\$ 550,000	\$ 422,627	\$ (127,373)	76.84%	\$ 385,631	\$ 36,996
Ticket Sales	532,830	532,830	263,192	(269,638)	49.40%	216,761	46,431
Miscellaneous Subsidies - KAT	90,000	90,000	65,000	(25,000)	72.22%	65,000	-
Football Shuttle	150,000	150,000	111,250	(38,750)	74.17%	92,011	19,239
Charter Fees	20,500	20,500	4,450	(16,050)	21.71%	15,200	(10,750)
UT Trolley Subsidy	88,150	88,150	44,075	(44,075)	50.00%	44,075	-
Miscellaneous Revenue	3,500	3,500	1,263	(2,237)	36.09%	1,225	38
Total Operating Revenue	<u>1,434,980</u>	<u>1,434,980</u>	<u>911,857</u>	<u>(523,123)</u>	<u>63.54%</u>	<u>819,903</u>	<u>91,954</u>
Non-Operating Revenues							
Federal Grants	-	-	4,349,596	4,349,596	-	-	4,349,596
State Contribution	3,462,800	3,462,800	6,320	(3,456,480)	0.18%	2,314,246	(2,307,926)
Transit Grant Revenues	10,968,700	10,968,700	3,478,159	(7,490,541)	31.71%	3,676,000	(197,841)
General Fund Transfer	9,838,500	10,075,500	7,131,019	(2,944,481)	70.78%	-	7,131,019
Total Non-Operating Revenues	<u>24,270,000</u>	<u>24,507,000</u>	<u>14,965,094</u>	<u>(9,541,906)</u>	<u>61.06%</u>	<u>5,990,246</u>	<u>8,974,848</u>
Total Revenue	<u>\$ 25,704,980</u>	<u>\$ 25,941,980</u>	<u>\$ 15,876,951</u>	<u>\$ (10,065,029)</u>	<u>61.20%</u>	<u>\$ 6,810,149</u>	<u>\$ 9,066,802</u>
Expenditures							
Personal Services							
Wages, Taxes, & Retirement Contributions	\$ 15,643,290	\$ 15,643,290	\$ 9,390,567	\$ 6,252,723	60.03%	\$ 8,787,480	\$ 603,087
Employee Group Insurance/Benefits	4,158,020	4,158,020	2,575,096	1,582,924	61.93%	2,572,362	2,734
Total Personal Services	<u>19,801,310</u>	<u>19,801,310</u>	<u>11,965,663</u>	<u>7,835,647</u>	<u>60.43%</u>	<u>11,359,842</u>	<u>605,821</u>
Administrative Expenses							
Supplies	435,210	537,240	184,762	352,478	34.39%	205,133	(20,371)
Services	2,274,790	2,806,160	2,065,573	740,587	73.61%	1,674,037	391,536
Total Administrative Expenses	<u>2,710,000</u>	<u>3,343,400</u>	<u>2,250,335</u>	<u>1,093,065</u>	<u>67.31%</u>	<u>1,879,170</u>	<u>371,165</u>
Fleet Expenses							
Fleet Supplies	5,000	5,000	4,025	975	80.50%	-	4,025
Parts	450,000	50,000	3,592	46,408	7.18%	94,510	(90,918)
Fuel/Oil/Fluids	2,248,520	2,252,120	1,653,336	598,784	73.41%	1,078,984	574,352
Total Administrative Expenses	<u>2,703,520</u>	<u>2,307,120</u>	<u>1,660,953</u>	<u>646,167</u>	<u>71.99%</u>	<u>1,173,494</u>	<u>487,459</u>
Total Expenditures	<u>\$ 25,214,830</u>	<u>\$ 25,451,830</u>	<u>\$ 15,876,951</u>	<u>\$ 9,574,879</u>	<u>62.38%</u>	<u>\$ 14,412,506</u>	<u>\$ 1,464,445</u>
Excess (Deficiency) of Revenues Over Expenses			<u>\$ -</u>			<u>\$ (7,602,357)</u>	<u>\$ 7,602,357</u>



KNOXVILLE AREA TRANSIT

SYSTEM PERFORMANCE REPORT

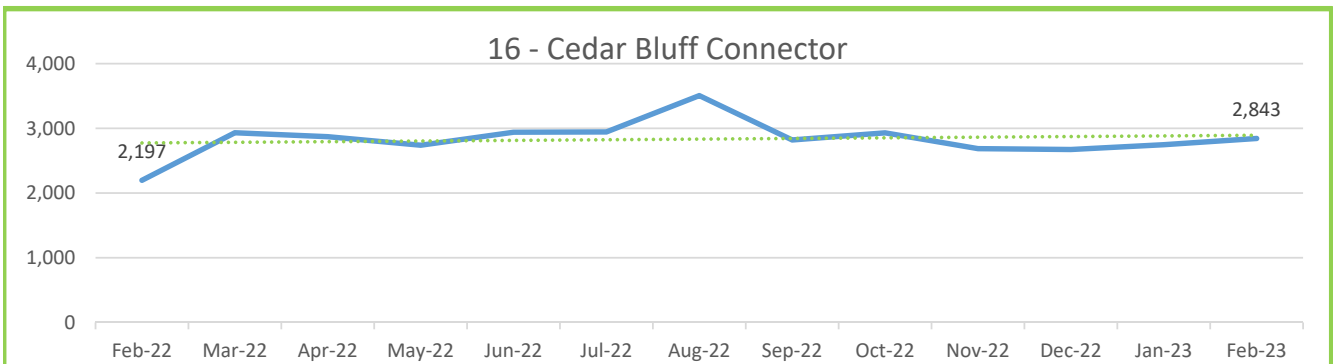
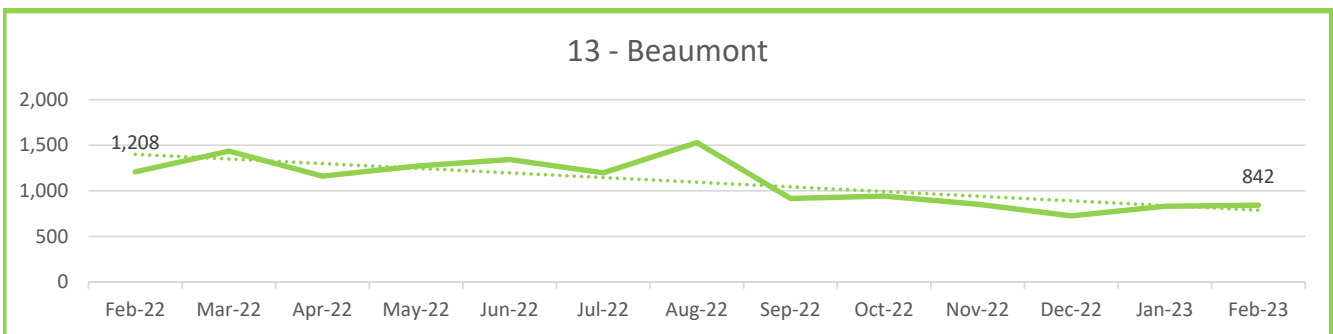
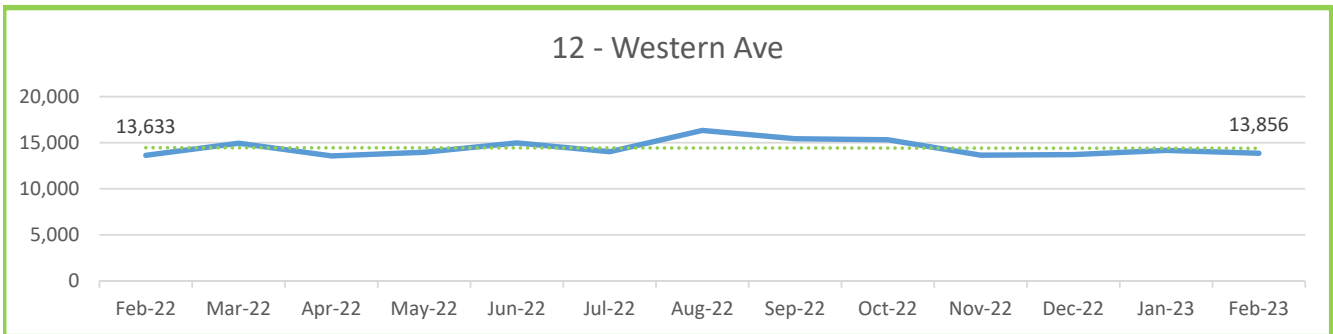
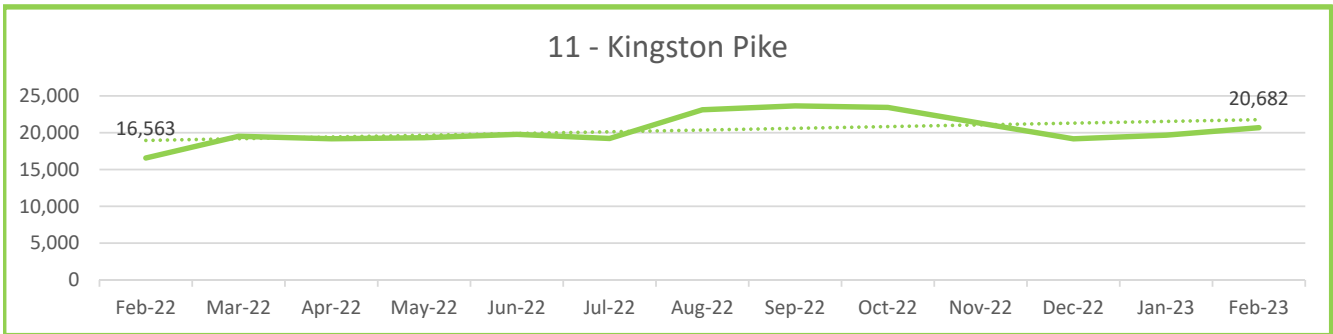
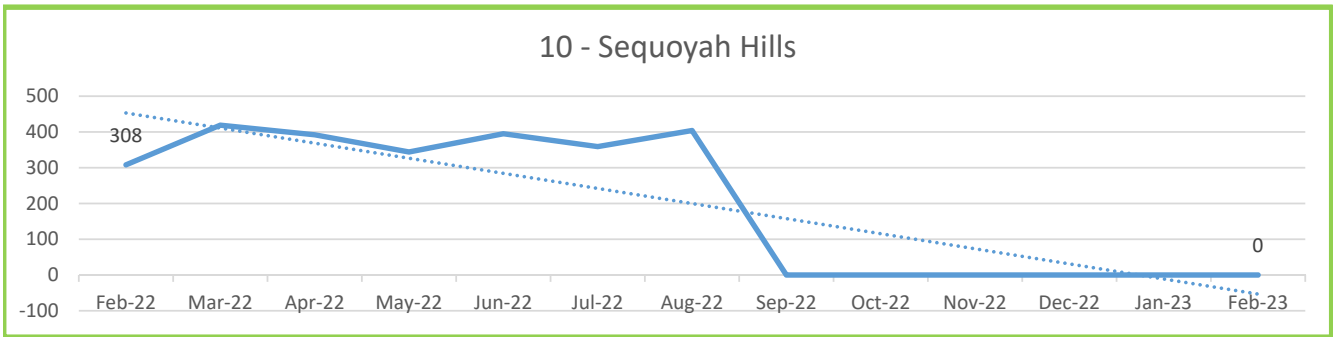
February, 2023

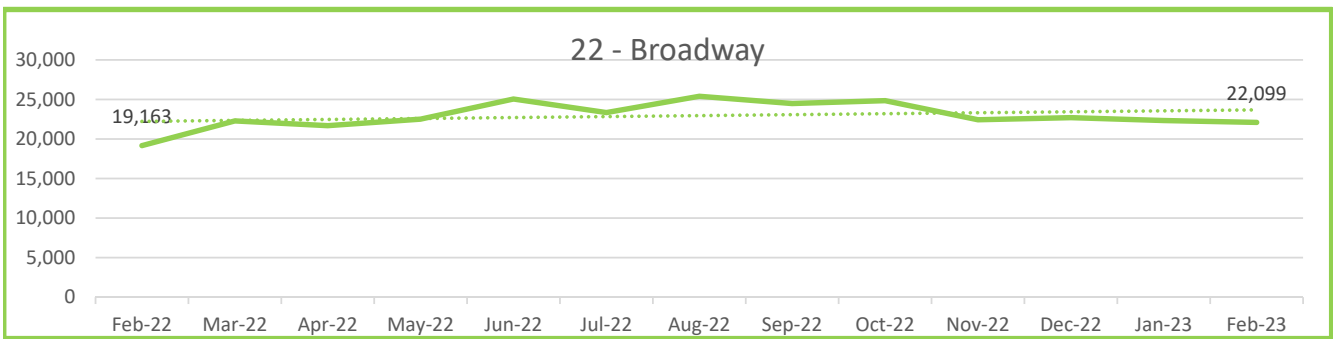
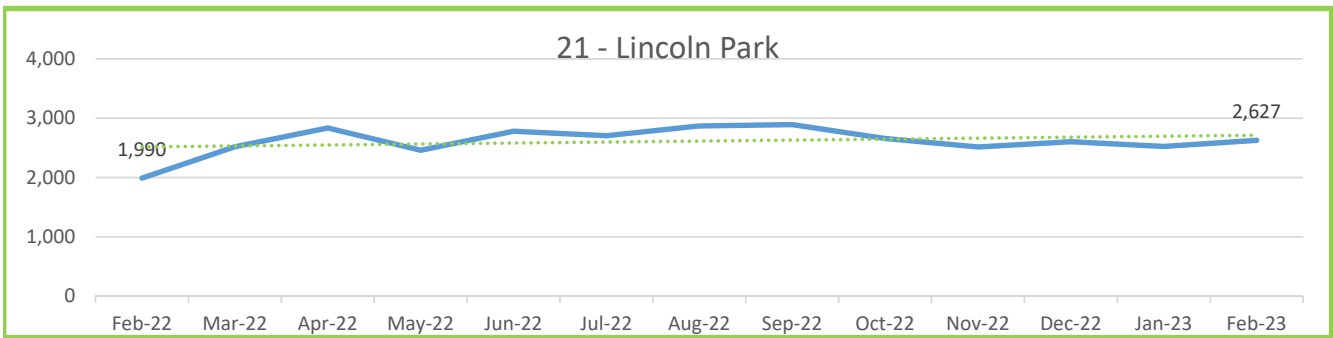
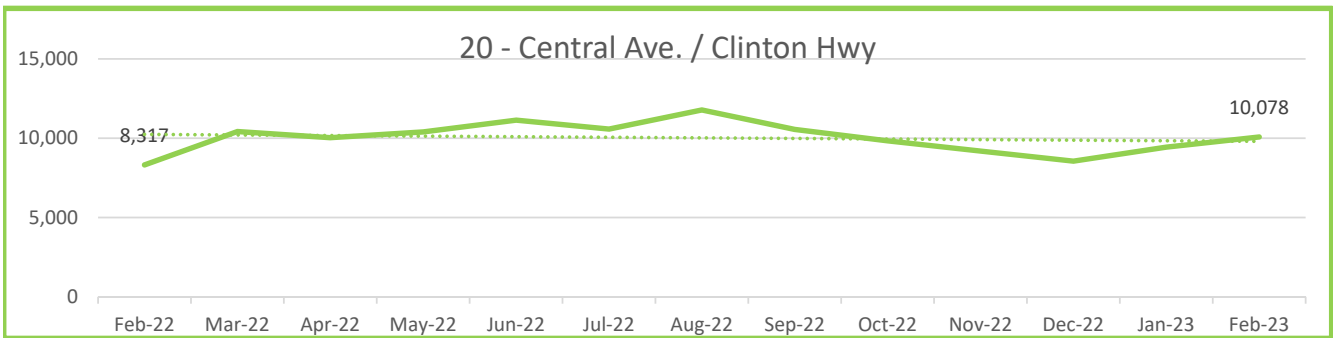
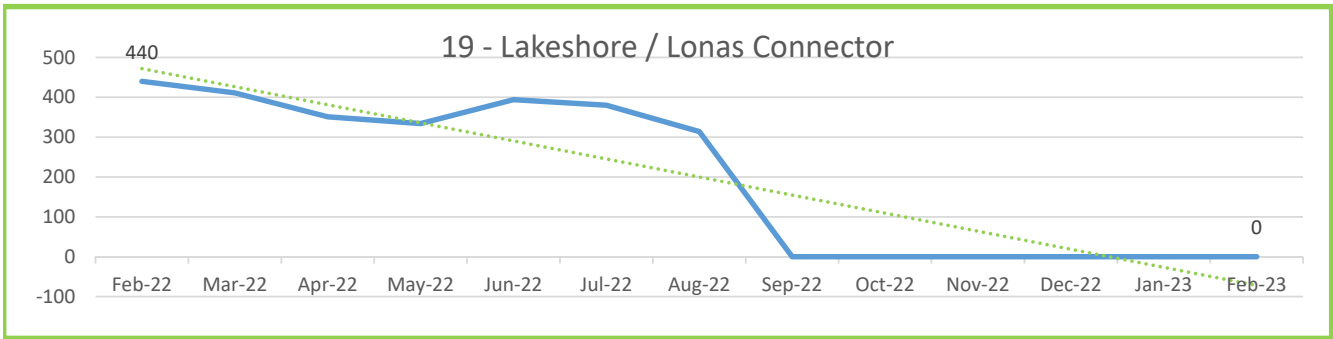
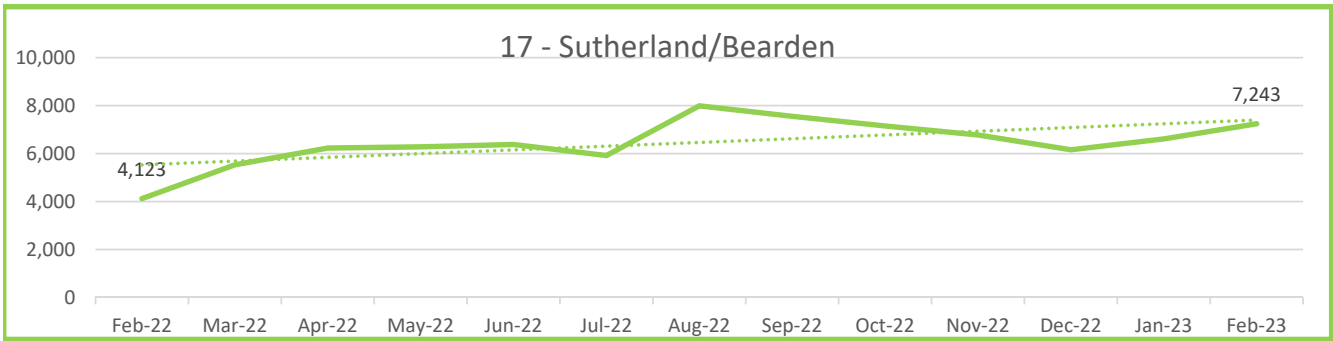
	<u>THIS MONTH</u>			<u>FISCAL YEAR-TO-DATE</u>		
	This Year	Last Year	Change	This Year	Last Year	Change
FIXED ROUTE SERVICE						
Total Passengers	176,994	151,797	17%	1,476,467	1,264,657	17%
System Generated Revenue				\$760,071	\$629,040	21%
Revenue Veh. Miles	194,714	182,712	7%	1,684,749	1,543,662	9%
Revenue Veh. Hours	16,100	14,831	9%	137,094	124,814	10%
Passengers/Mile	0.91	0.83	9%	0.88	0.82	7%
Passengers/Hour	10.99	10.24	7%	10.77	10.13	6%
Preventable Accidents	4	0	400%	91	0	0%
Mechanical Road Calls	29	16	81%	208	147	41%
Accidents/100,000 Miles	2.05	0.00	205%	5.40	0.00	0%
Miles/Road Failure	6,714	11,420	-41%	8,100	10,501	-23%
DEMAND RESPONSE						
					0	
Total Passengers	6,219	6,049	3%	51,354	49,602	4%
System Generated Revenue				\$147,571	\$72,692	103%
Revenue Veh. Miles	41,290	40,012	3%	341,553	325,711	5%
Revenue Veh. Hours	3,015	2,830	7%	24,546	23,360	5%
Passengers/Mile	0.15	0.15	0%	0.15	0.15	-1%
Passengers/Hour	2.06	2.14	-3%	2.09	2.12	-1%
Preventable Accidents	1	0	100%	5	0	0%
Mechanical Road Calls	5	1	400%	15	9	67%
Accidents/100,000 Miles	2.42	0.00	242%	1.46	0.00	0%
Miles/Road Failure	8,258	40,012	-79%	22,770	36,190	-37%
CHARTER SERVICE						
					0	
Charters	0	23	-100%	940	5,318	-82%
Sports Charters	0	0	0%	26,329	12,819	105%
Total Passengers	0	23	-100%	27,269	18,137	50%
Revenue						0%
Football Shuttle Charters				\$111,250	\$92,011	21%
Trolley Charters				\$7,900	\$12,950	-39%
Total Miles	0	17	-100%	6,779	7,584	-11%
Total Hours	0.0	4.5	-100%	1,180	1,486	-21%

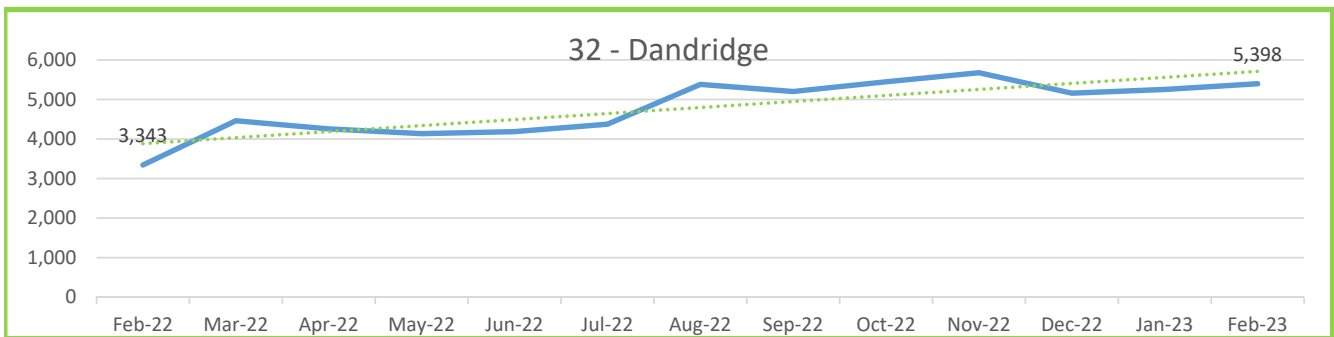
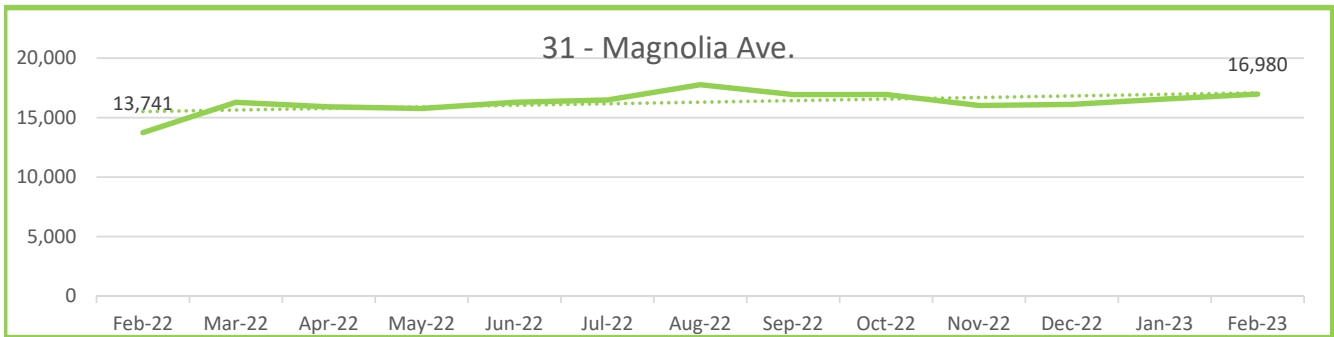
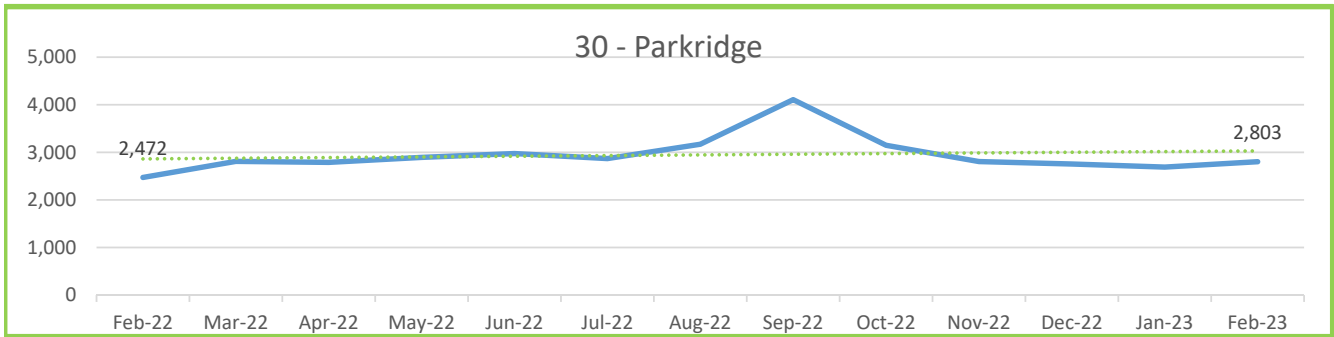
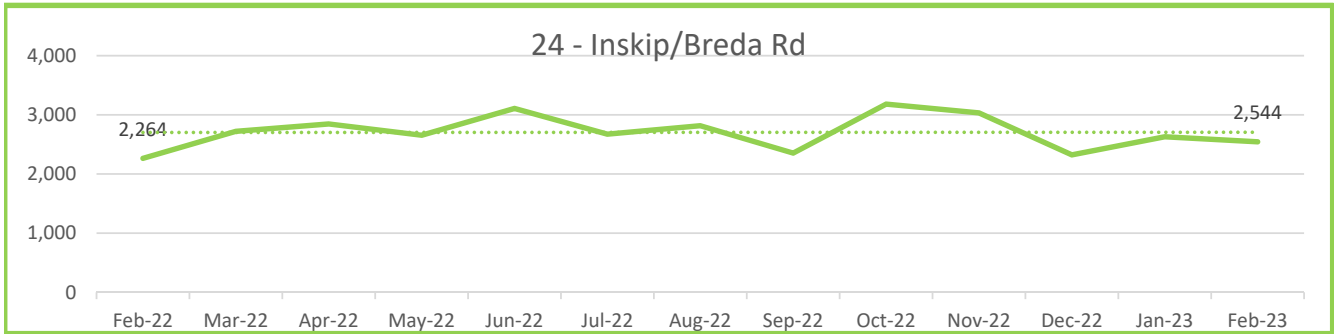
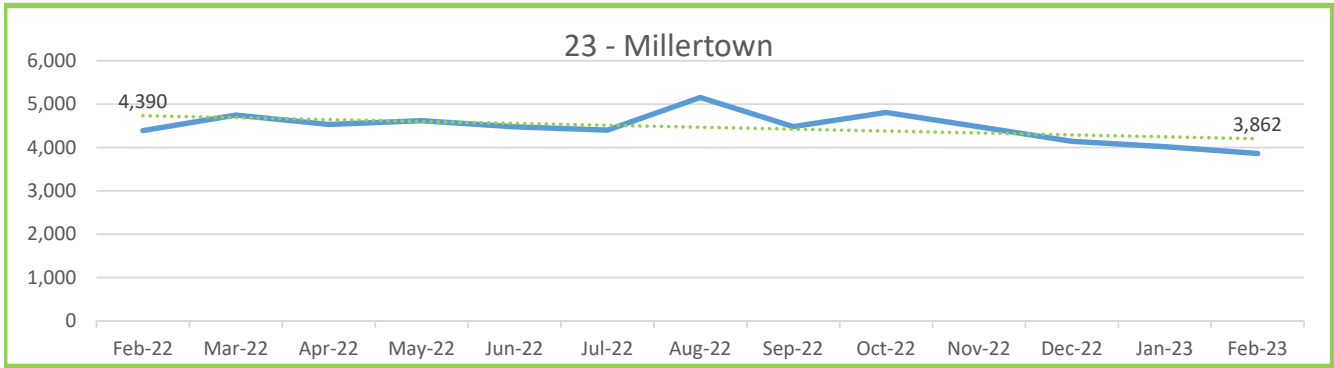


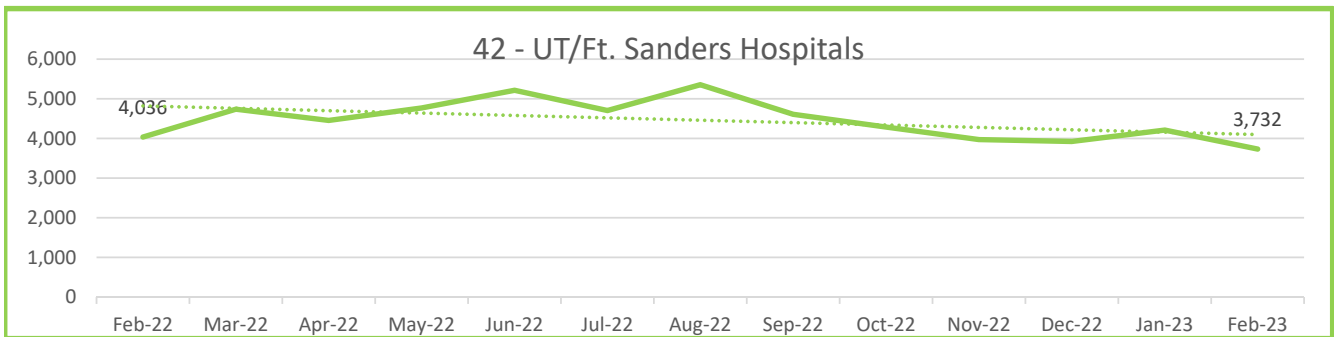
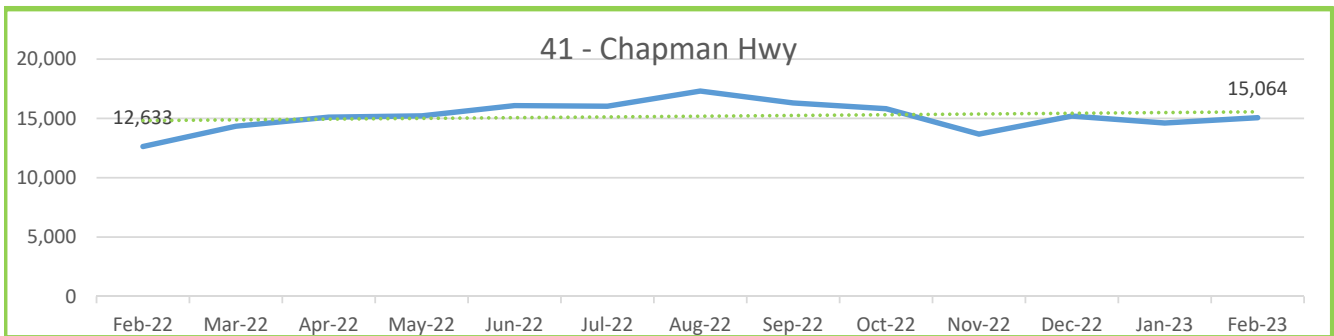
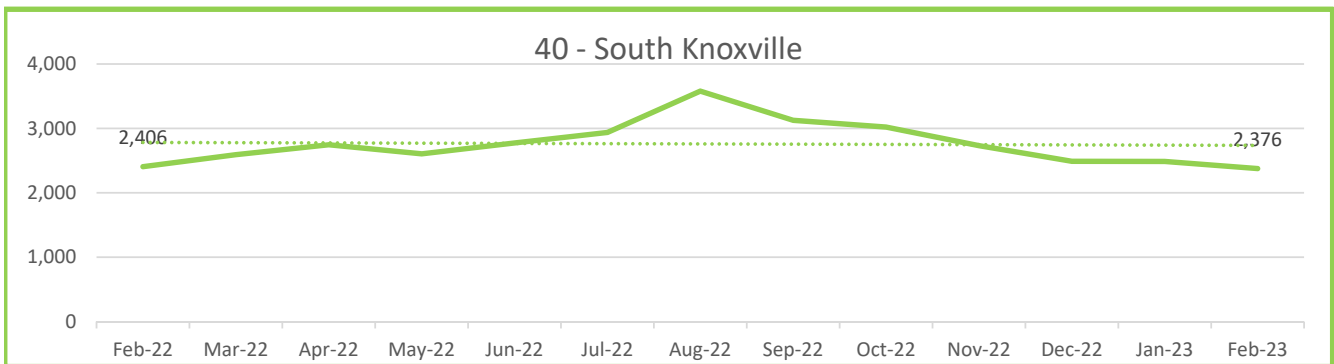
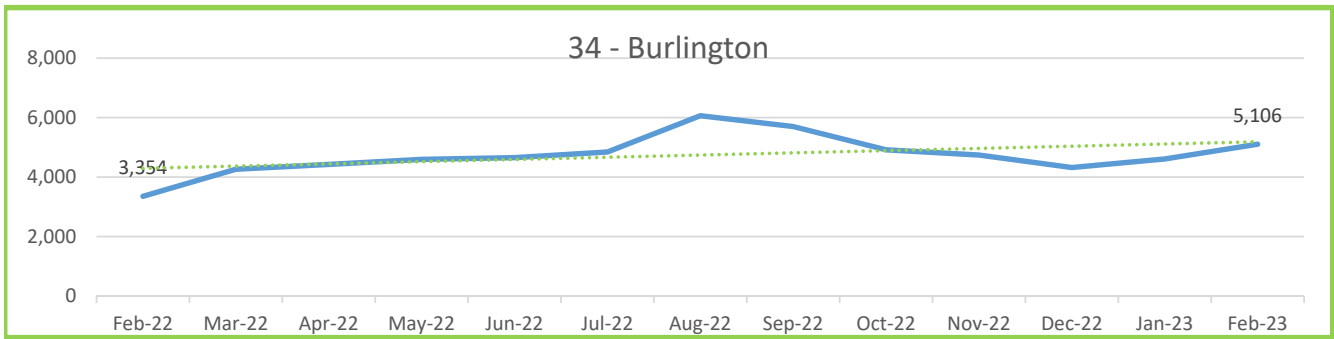
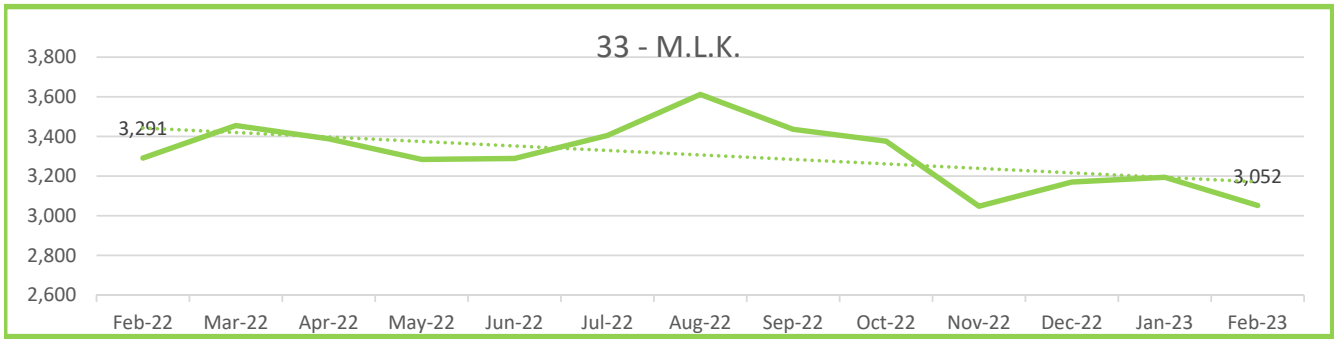
KAT
KNOXVILLE AREA TRANSIT
ROUTE PERFORMANCE REPORT
February, 2023

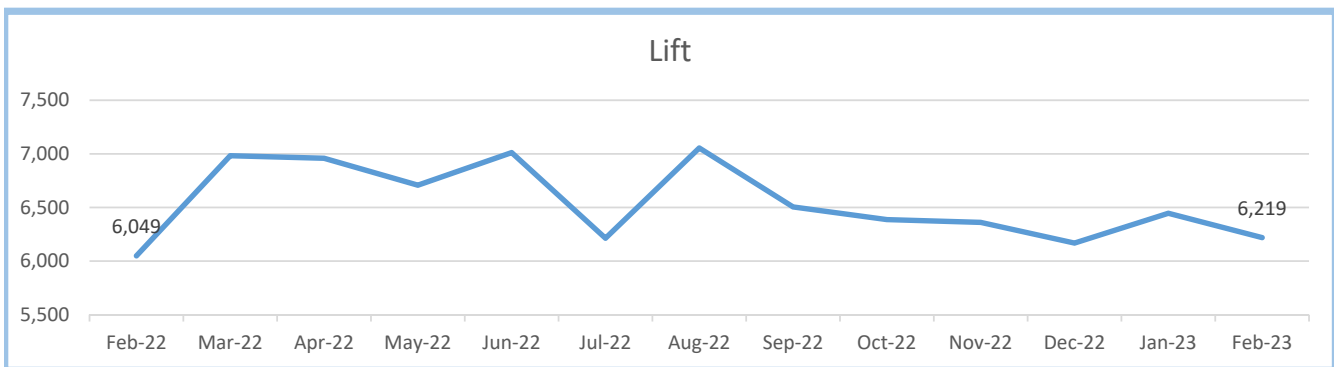
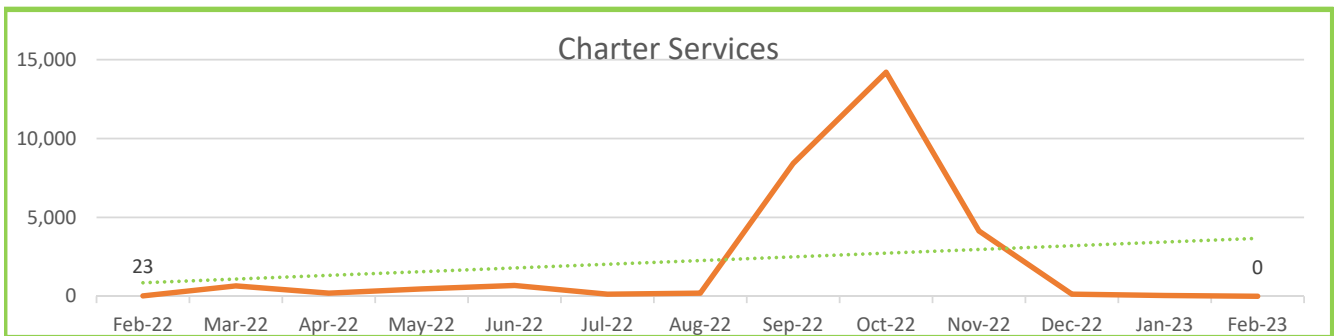
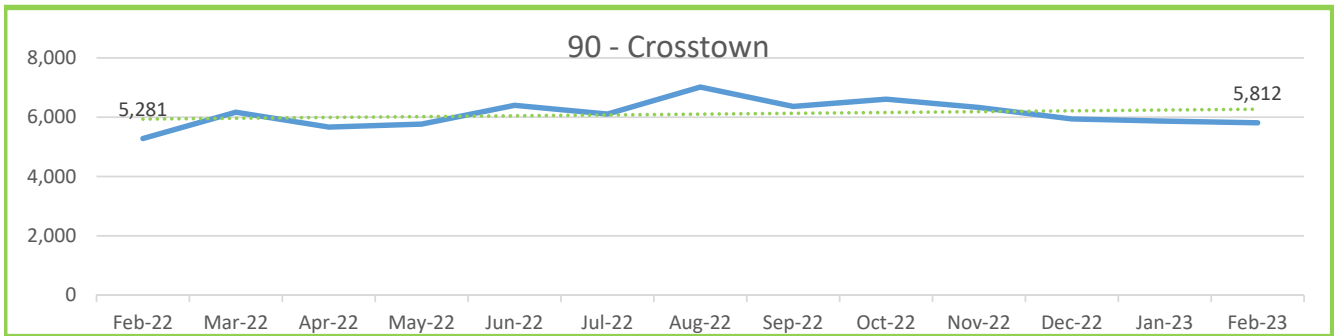
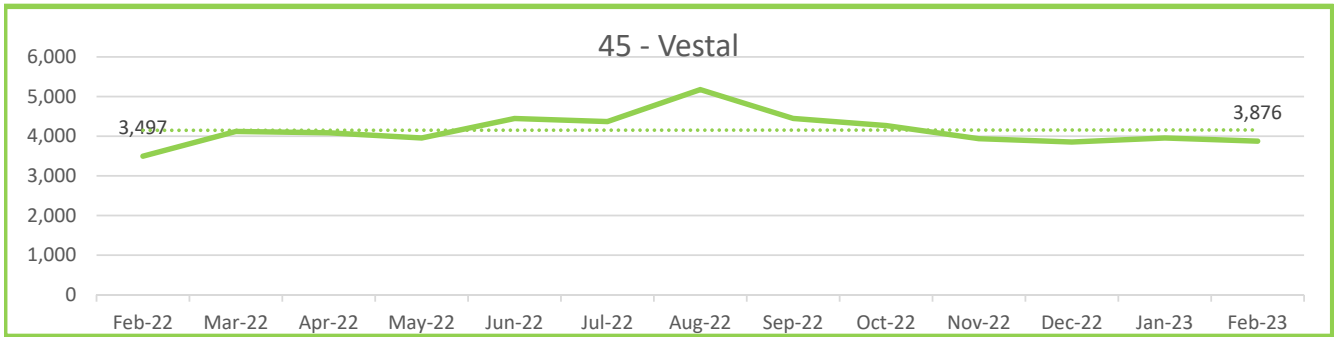
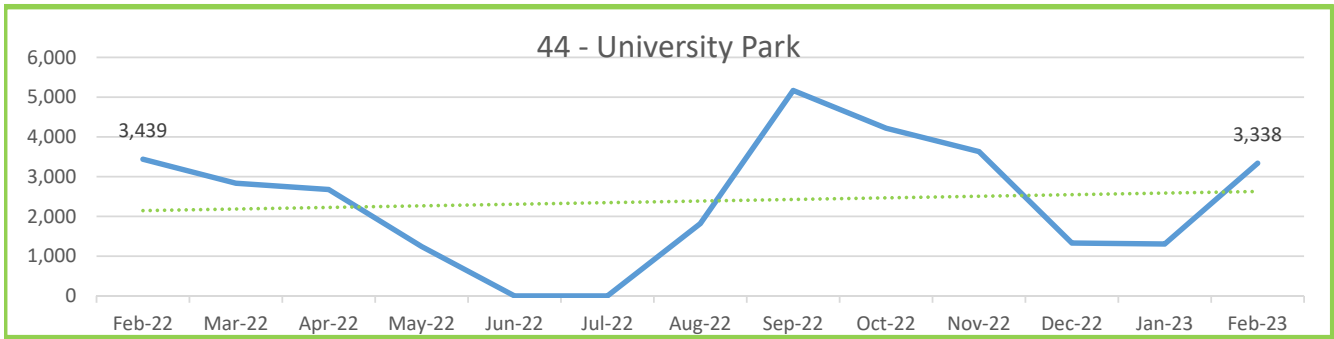
ROUTE NUMBER	ROUTE NAME	RIDERSHIP	Percentage of Ridership	MILES	Percentage of Miles	HOURS	Percentage of Hours	Passg/ Mile	Passg/ Hour
10	Sequoyah Hills	0	0.0%	0	0.0%	0	0.0%	0.00	0.00
11	Kingston Pike	20,682	13.4%	25,437	13.8%	2,131	14.6%	0.81	9.71
12	Western Ave	13,856	9.0%	16,305	8.8%	1,231	8.5%	0.85	11.26
13	Beaumont	842	0.5%	1,722	0.9%	126	0.9%	0.49	6.70
16	Cedar Bluff Connector	2,843	1.8%	4,426	2.4%	348	2.4%	0.64	8.16
17	Sutherland/Bearden	7,243	4.7%	8,635	4.7%	666	4.6%	0.84	10.88
19	Lakeshore/Lonas Connector	0	0.0%	0	0.0%	0	0.0%	0.00	0.00
20	Central Ave/Clinton Hwy	10,078	6.5%	11,739	6.4%	724	5.0%	0.86	13.91
21	Lincoln Park	2,627	1.7%	4,155	2.3%	326	2.2%	0.63	8.05
22	Broadway	22,099	14.3%	17,174	9.3%	1,280	8.8%	1.29	17.26
23	Millertown	3,862	2.5%	7,047	3.8%	592	4.1%	0.55	6.52
24	Inskip/Breda Rd	2,544	1.6%	5,883	3.2%	425	2.9%	0.43	5.98
30	Parkridge	2,803	1.8%	3,103	1.7%	244	1.7%	0.90	11.49
31	Magnolia Ave.	16,980	11.0%	12,265	6.7%	1,032	7.1%	1.38	16.46
32	Dandridge	5,398	3.5%	6,672	3.6%	428	2.9%	0.81	12.62
33	M.L.K.	3,052	2.0%	6,656	3.6%	521	3.6%	0.46	5.86
34	Burlington	5,106	3.3%	9,755	5.3%	667	4.6%	0.52	7.66
40	South Knoxville	2,376	1.5%	9,783	5.3%	695	4.8%	0.24	3.42
41	Chapman Hwy	15,064	9.8%	12,891	7.0%	789	5.4%	1.17	19.10
42	UT/Ft Sanders Hospitals	3,732	2.4%	3,198	1.7%	399	2.7%	1.17	9.35
44	University Park	3,338	2.2%	2,415	1.3%	278	1.9%	1.38	11.99
45	Vestal	3,876	2.5%	9,083	4.9%	634	4.4%	0.43	6.11
90	Crosstown	5,812	3.8%	6,014	3.3%	1,011	7.0%	0.97	5.75
	Other/ Unknown	0							
SUB TOTAL LINE SERVICE		154,213		184,360		14,547		0.84	10.60
82	Trolley (Orange Line)	6,918	30.4%	4,058	39.2%	647	41.6%	1.70	10.70
84	Trolley (Green Line)	4,823	21.2%	2,059	19.9%	349	22.5%	2.34	13.81
86	Trolley (Blue Line)	11,040	48.5%	4,238	40.9%	557	35.9%	2.61	19.80
SUB TOTAL TROLLEY SERVICES		22,781		10,354		1,553		2.20	14.67
TOTAL PASSENGERS WITH TROLLEYS		176,994		194,714		16,100		0.91	10.99
LIFT SERVICE		6,219		41,290		3,015		0.15	2.06
TOTAL SCHEDULED SERVICES		183,213		236,004		19,115		0.78	9.58
TOTAL CHARTER SERVICES		0		-		-		0.00	0.00
GRAND TOTAL ALL KAT SERVICES		183,213		236,004		19,115		0.78	9.58



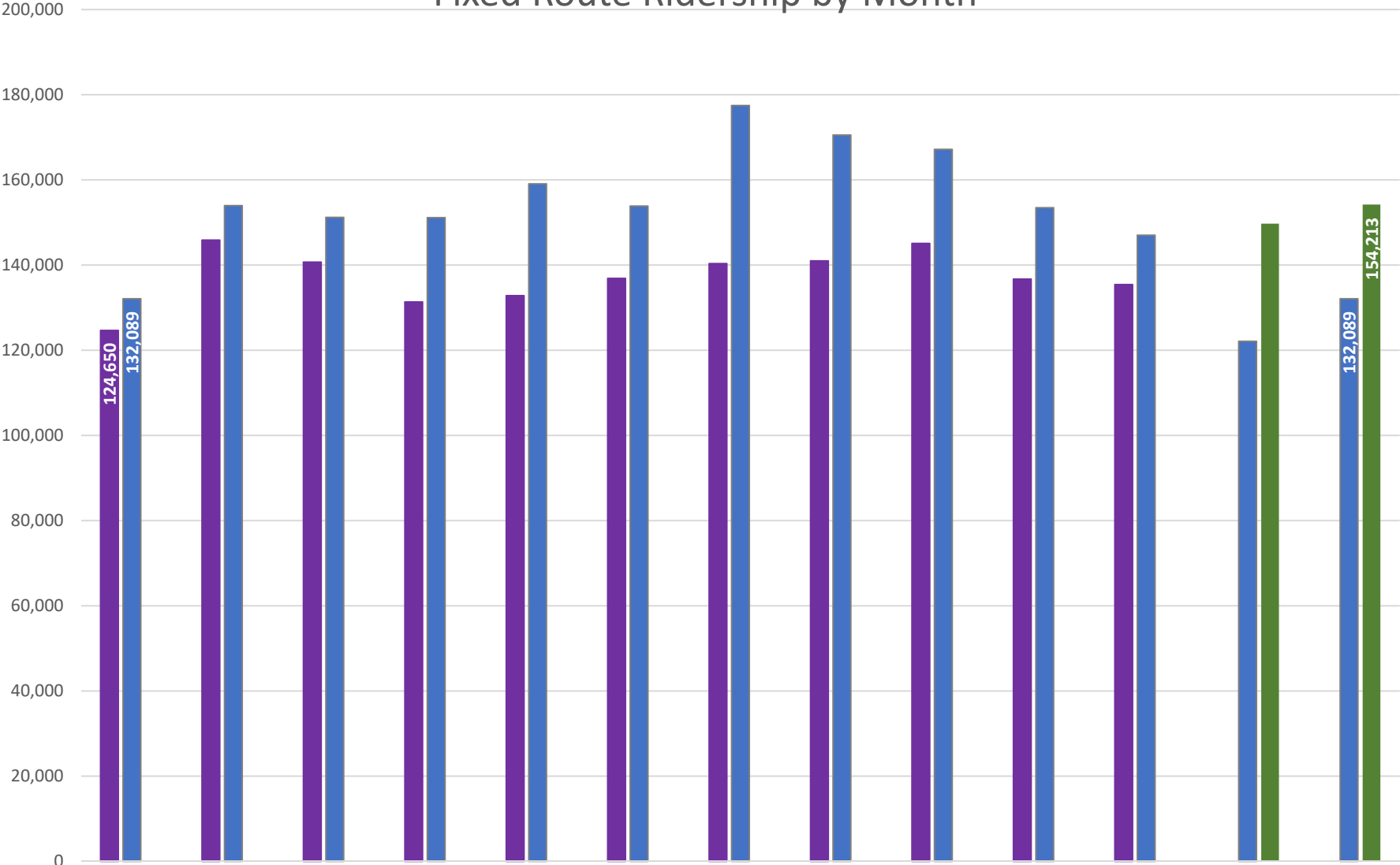






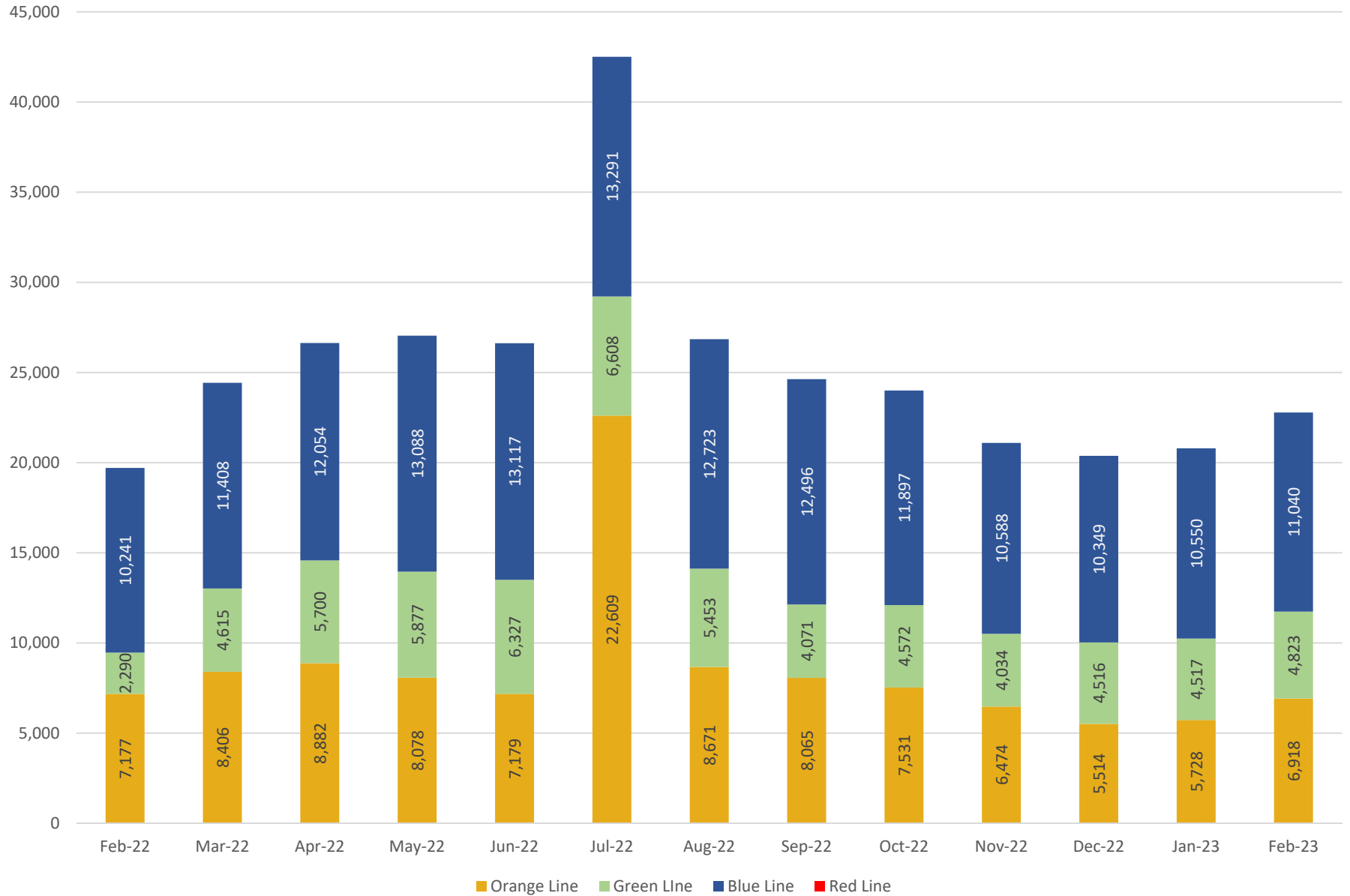


Fixed Route Ridership by Month



■ 2021 ■ 2022 ■ 2023

Trolley Ridership



February 2023 System Ridership by Route

