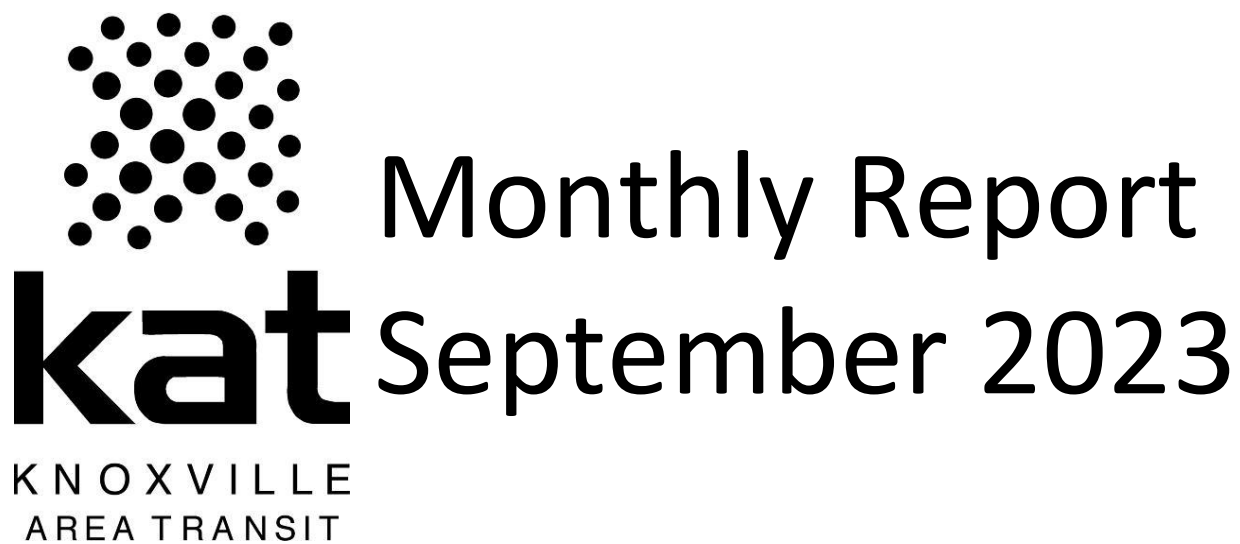


Knoxville Transportation Authority

Meeting Date: Thursday, October 26, 2023



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INDYA KINCANNON
MAYOR
(865)215-2040



CITY OF KNOXVILLE
KNOXVILLE TRANSPORTATION AUTHORITY

AGENDA

Thursday, October 26, 2023

City County Building, Main Assembly Room

TOMMY SMITH
CHAIR

CHRISTI KIRK
VICE-CHAIR

ANALISA VALENTINE
RECORDING SECRETARY

CANDACE BRAKEWOOD

DUSTIN DURHAM

VINCE FUSCO

RICK WHITTED

NANCY NABORS

JOEL SIMMONS

KIMBERLY WATKINS

JOHN LAWHORN
ATTORNEY TO K.T.A.

- I. Determination of a Quorum

- II. Approval of Minutes – September 28, 2023

- III. Reports
 - A. KTA Chair
 - B. Commissioner's Comments
 - C. Staff
 - i. City of Knoxville Director of Transit
 - ii. TPO Transit Planner

- IV. New Business

- V. Old Business

- VI. Public Comments

- VII. Set Next Meeting for November 16, 2023 and Adjourn

Minutes
For Thursday, September 28, 2023, 3:00 p.m. meeting of the
KNOXVILLE TRANSPORTATION AUTHORITY
City County Building

I. Determination of Quorum

Chair Smith called the meeting to order. He asked to confirm a quorum.

Attorney Lawhorn stated that they have 7 members present. They have a quorum.

Commissioners in attendance were as follows:

Vice-Chair Kirk
Commissioner Simmons
Commissioner Whitted
Commissioner Brakewood
Commissioner Nabors
Commissioner Durham

II. Approval of Minutes

Chair Smith asked if anyone had questions or comments about last month's meeting before they take a motion to approve. There were none. Vice Chair Kirk gave the 1st motion and Commissioner Simmons gave the 2nd motion. All was in favor, no one opposed.

III. Reports A. KTA Chair

Chair Smith stated that he didn't have any specific comments for this meeting, but staff does. He said before they get to them, did any commissioners have any comments. He welcomed the newest board member, and gave it over to him to introduce himself.

Commissioner Rick Whitted introduced himself. He mentioned that he is from the University of Tennessee, as the new Transportation Manager there and is very happy to be on the board.

B. Commissioners' Comments

Commissioner Durham stated that he has 3 comments. He started with what some people are sad about are that the trolleys are "going away." Which they know that the service isn't really going away, just that the "bells," and "whistles," are being taken away. He then asked if it would be helpful that since they are having a Downtown Connector, if they could keep 1 or 2 of those shuttles with the bells and whistles on it as a trolley, and asked if that had been discussed. Commissioner Durham went on to say that it didn't matter to him, what matters is at the end of the day, the service, but to some people it's kind of a bummer.

Director Thorne stated that he believes that was brought up in the comments or was mentioned in one of the public forums. He said that the hard part of keeping those trolleys, is that there's no flexibility for them for mainline. He went on to say that they've really tried not to put a mainline bus on a trolley route or a trolley on a mainline route, and that it presents them operational and efficiency issues keeping them, because they can only use those trolleys on trolley routes.

Commissioner Durham stated that makes sense.

Chair Smith wanted to add, that he had questions of repurposing the trolleys, if there were legal limitations to that. He asked if Director Thorne could speak on that.

Director Thorne stated that he didn't know necessarily about legal limitations, but those trolley are just a regular bus with "make-up," on it. He said that they're taking off the trolley package, but the top will remain the same. It's just a bus with a trolley package on it.

Chair Smith stated that he thinks that Director Thorne might have mentioned to him that they are required to use vehicles till the end of their useful life, then asked what happens after that.

Director Thorne said that they dispose of those buses through auctions. He stated that because there's Federal and State money in those, they have to use those buses for 12 years, or 500,000 miles.

Chair Smith stated that was what he was referring to.

Attorney Lawhorn wanted to add that what they can do with those vehicles both used and how they're disposed of, are typically addressed in the grants that authorize the expenditure. He said that he didn't know after their useful

life, but he thinks that they'd be put to auctions so that if it goes to an auction, they could possibly at that point if purchased.

Director Thorne stated that at that time, none of the buses they're currently using and trolley service are not past their useful life. They're going to use those buses, and take off the "make-up," and use them on mainline routes. He said they're not disposing any of those buses, that they'll be using them with KAT Reimagined.

Chair Smith asked what happens to the "make-up?"

Director Thorne said that they could try selling it to other agencies that have those trolley packages.

Commissioner Durham stated the second thing he wanted to bring up, and this isn't necessarily a motion, perhaps food for thought, he said they should do everything they can to make this as accessible to as many people as possible. Commissioner Durham stated that one of the things that upsets him about planning meetings is that they are on Tuesdays at 1pm, and a lot of young people, a lot of working class and poor people can't make it to those to express their input. He said he would like to consider moving these meetings in the future from 3pm in the afternoon to 6pm in the evening, because he thinks that everyone here chose to serve on this committee because they want to make the city better. He stated that they only meet once a month, and said that he doesn't think any of them would complain giving up a few hours in the evening, but thinks if people don't show up, the bare minimum that they should be doing in a democracy, is making it as easy as possible for working class people to show up and give their input at these meetings. He feels that Thursdays are fine, but thinks that once a month, to show up at 6pm instead of 3pm, but thinks that if anything, the symbolism of how they care about every person in this city being able to show up and express their opinions on transit. He feels that's very important.

Commissioner Brakewood commented that some of them that have child care responsibilities that start their bed time processes at 7pm, which their "unpaid," job starts, so please keep in mind there are some of them that have more flexibility during the day, and less flexibility at night.

Commissioner Durham said absolutely. He said that he would not negate that at all, that which again he's not necessarily bringing up a proposal, but he knows it's something on his heart to make sure that they're at least open to some form of change in the future. Maybe it's not at 6pm, or maybe it can't change, but he just wanted to make sure that this is something they are aware of, because as a citizen, it's a bummer to him when there's something they care about, and they can't show up to because of their job,

and appreciated Commissioner Brakewood bringing that up. Commissioner Durham went on to discuss his 3rd comment. He stated that as a commissioner, he wanted to directly make a statement on this. He said in terms of this new Missing Middle housing proposal the City is bringing up, they need to at a minimum, be on the forefront of reminding people of the intersection of transit and land use. He said that doesn't necessarily mean they take a position for or against it, but they remind people that transit works best with a certain level of density, walkability, and that in order for their new bus system to work the best, the way they zone their land, has a direct impact on that. He went on to say that he doesn't know how that looks, but he thinks being aware as the city moves forward with this proposal, they need to make sure that people understand their view of things when it comes specifically to transit and how transit works.

Chair Smith wanted to add that he knows that the current Missing Middle Housing proposal by the mayor has KAT Reimagined Network overlaid on top of it, so he does know that has been considered, in fact, transit seems to be driving the housing plan as opposed the other way around, so that's great, and thinks that Commissioner Durham is wise to bring that up in his section.

Commissioner Brakewood said that she had a question and comment. She'd first like to welcome Rick, and asked if Mark Hairr was still a board member, or had there been a change in makeup.

Commissioner Whitted answered that he replaced Mark.

Chair Smith stated that Commissioner Whitted is the new Mark, and that this is his 1st meeting. He asked about the length of the time Mark Hairr had served on the board and as Chair.

Attorney Lawhorn answered many, many, years, and Mr. Hairr also sat in the Director of Transit seat for many years. He will be missed, and they feel confident that Mr. Whitted will raise the bar.

Mr. Doug Burton added that Mark Hairr took a job in North Carolina.

Chair Smith stated that he will be missed, then asked if anyone else had any comments.

There were none.

C. Staff

i. City of Knoxville Director of Transit

Mr. Thorne stated he had three updates. He pointed out the route performance charts aren't included in the packet. He mentioned that their employee that does those had a medical emergency the week prior, and that they're working through that, and that they will have the system and route reports for August and September in the next month's packet. He highlighted the hiring process. He said that they had a class in September and launched a new CDL prep class and they hired in 30 operators that started in September. He went on to say that staff is looking at bringing back some of the service that they reduced last August, back into the fold, and they will have a detailed plan for the board probably by the next meeting to vote on. He stated that it's exciting news for them that they're trying to get back to full service and that they've had a lot of success with the CDL prep class and getting a large class in. Director Thorne also said that they're still working on trying to reach their workforce goal. Lastly, he wanted to introduce Tony Pierce, who is their new Manager of Finance and Grants.

Chair Smith asked if anyone had any questions or comments for Director Thorne or Staff. He mentioned that it's good news of the progress towards full capacity for KAT Reimagined. The better they are to roll into that when the time comes.

Director Thorne said the goal is to get back full service before KAT Reimagined launches.

iii. TPO Transit Planner

Chair Smith asked Mr. Burton if he had anything to report today.

Mr. Burton stated that he didn't have anything to report.

IV. New Business

There was no new business

V. Old Business

There was no old business have.

VI. Public Comment

Chair Smith stated that there is only one person that signed up for the public comment, and asked her to please come to the podium.

Michelle Dresch: 427 E. Odom Ave. Knoxville, TN 37917. She started out with saying that she owns a local cab company, and said that there is a 10-year limit on operating a vehicle as a cab, and that if it goes on at 8 years old, and she has 2 vehicles that went on at 8 years old, and that this will be their last year. She stated that she didn't have use for them the last 8 or 9 months because they were in the transmission shop, so she didn't know if she could get an extension to use them for an 11th year, or at least the amount of time she didn't have them for this year. She said apparently the rule says that there is a 10-year limit.

Chair Smith turned it over to Attorney Lawhorn.

Attorney Lawhorn stated that he is somewhat familiar with the regulations, that he's not counseled by the City of Knoxville on that, but he may be able to get her pointed in the right direction for that. He said that after the meeting is adjourned, he'll be happy to help her.

Ms. Dresch stated that she was directed to come to the meeting because they could override or appeal it.

Attorney Lawhorn said that he'll meet with her after the meeting to get more information to see they can come up with a solution.

Chair Smith asked Attorney Lawhorn to follow-up with the commissioners afterwards, maybe they'll be a little smarter as a result. He asked for any other public comments.

There were none.

Chair Smith set the next meeting, and said without any other discussion, meeting is adjourned.

VII. Set Next Meeting and Adjourn

The next meeting was set for October 26th, at 3:00 p.m. at the City County Building Main Assembly Room.

Respectfully submitted,
Analisa R. Valentine
KTA Recording Secretary

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

	Current Year:					Prior Year:	
	Original Budget	Current Budget	Actual	Variance		Actual - Prior Year	Variance
Revenue							
Charges for Service							
Farebox & Pass Revenue	\$ 560,000	\$ 560,000	\$ 109,861	\$ (450,139)	19.62%	\$ 99,189	\$ 10,672
Ticket Sales	435,000	435,000	68,469	(366,531)	15.74%	66,377	2,092
Miscellaneous Subsidies - KAT	65,000	65,000	32,500	(32,500)	50.00%	32,500	-
Football Shuttle	115,000	115,000	-	(115,000)	-	-	-
Charter Fees	20,500	20,500	2,200	(18,300)	10.73%	-	2,200
UT Trolley Subsidy	88,150	88,150	-	(88,150)	-	-	-
Miscellaneous Revenue	3,500	3,500	1,112	(2,388)	31.77%	610	502
Total Operating Revenue	<u>1,287,150</u>	<u>1,287,150</u>	<u>214,142</u>	<u>(1,073,008)</u>	<u>16.64%</u>	<u>198,676</u>	<u>15,466</u>
Non-Operating Revenues							
Federal Grants	-	-	-	-	-	-	-
State Contribution	3,609,300	3,609,300	(265)	(3,609,565)	-0.01%	-	(265)
Transit Grant Revenues	4,529,000	4,529,000	293,793	(4,235,207)	6.49%	564,341	(270,548)
General Fund Transfer	15,227,740	15,227,740	3,065,387	(12,162,353)	20.13%	(525,846)	3,591,233
Total Non-Operating Revenues	<u>23,366,040</u>	<u>23,366,040</u>	<u>3,358,915</u>	<u>(20,007,125)</u>	<u>14.38%</u>	<u>38,495</u>	<u>3,320,420</u>
Total Revenue	<u>\$ 24,653,190</u>	<u>\$ 24,653,190</u>	<u>\$ 3,573,057</u>	<u>\$ (21,080,133)</u>	<u>14.49%</u>	<u>\$ 237,171</u>	<u>\$ 3,335,886</u>
Expenditures							
Personal Services							
Wages, Taxes, & Retirement Contributions	\$ 15,775,240	\$ 15,775,240	\$ 2,136,772	\$ 13,638,468	13.55%	\$ 2,137,628	\$ (856)
Employee Group Insurance/Benefits	3,454,030	3,454,030	560,052	2,893,978	16.21%	573,036	(12,984)
Total Personal Services	<u>19,229,270</u>	<u>19,229,270</u>	<u>2,696,824</u>	<u>16,532,446</u>	<u>14.02%</u>	<u>2,710,664</u>	<u>(13,840)</u>
Administrative Expenses							
Supplies	452,800	452,800	32,284	420,516	7.13%	26,823	5,461
Services	2,721,630	2,721,630	522,662	2,198,968	19.20%	794,413	(271,751)
Total Administrative Expenses	<u>3,174,430</u>	<u>3,174,430</u>	<u>554,946</u>	<u>2,619,484</u>	<u>17.48%</u>	<u>821,236</u>	<u>(266,290)</u>
Fleet Expenses							
Fleet Supplies	10,000	10,000	-	10,000	-	-	-
Parts	50,000	50,000	-	50,000	-	1,192	(1,192)
Fuel/Oil/Fluids	2,356,500	2,356,500	321,287	2,035,213	13.63%	515,531	(194,244)
Total Administrative Expenses	<u>2,416,500</u>	<u>2,416,500</u>	<u>321,287</u>	<u>2,095,213</u>	<u>13.30%</u>	<u>516,723</u>	<u>(195,436)</u>
Total Expenditures	<u>\$ 24,820,200</u>	<u>\$ 24,820,200</u>	<u>\$ 3,573,057</u>	<u>\$ 21,247,143</u>	<u>14.40%</u>	<u>\$ 4,048,623</u>	<u>\$ (475,566)</u>
Excess (Deficiency) of Revenues Over Expenses			<u>\$ -</u>			<u>\$ (3,811,452)</u>	<u>\$ 3,811,452</u>

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

	Current Year:					Prior Year:	
	Original Budget	Current Budget	Actual	Variance		Actual - Prior Year	Variance
Revenue							
Charges for Service							
Farebox & Pass Revenue	\$ 560,000	\$ 560,000	\$ 167,793	\$ (392,207)	29.96%	\$ 164,304	\$ 3,489
Ticket Sales	435,000	435,000	104,443	(330,557)	24.01%	96,057	8,386
Miscellaneous Subsidies - KAT	65,000	65,000	32,500	(32,500)	50.00%	32,500	-
Football Shuttle	115,000	115,000	35,717	(79,283)	31.06%	34,553	1,164
Charter Fees	20,500	20,500	3,200	(17,300)	15.61%	-	3,200
UT Trolley Subsidy	88,150	88,150	-	(88,150)	-	22,038	(22,038)
Miscellaneous Revenue	3,500	3,500	1,186	(2,314)	33.89%	684	502
Total Operating Revenue	1,287,150	1,287,150	344,839	(942,311)	26.79%	350,136	(5,297)
Non-Operating Revenues							
Federal Grants	-	-	-	-	-	-	-
State Contribution	3,609,300	3,609,300	(265)	(3,609,565)	-0.01%	6,320	(6,585)
Transit Grant Revenues	4,529,000	4,529,000	293,793	(4,235,207)	6.49%	1,166,365	(872,572)
General Fund Transfer	15,227,740	15,227,740	3,281,942	(11,945,798)	21.55%	294,026	2,987,916
Total Non-Operating Revenues	23,366,040	23,366,040	3,575,470	(19,790,570)	15.30%	1,466,711	2,108,759
Total Revenue	\$ 24,653,190	\$ 24,653,190	\$ 3,920,309	\$ (20,732,881)	15.90%	\$ 1,816,847	\$ 2,103,462
Expenditures							
Personal Services							
Wages, Taxes, & Retirement Contributions	\$ 15,775,240	\$ 15,775,240	\$ 2,149,136	\$ 13,626,104	13.62%	\$ 3,513,619	\$ (1,364,483)
Employee Group Insurance/Benefits	3,454,030	3,454,030	562,421	2,891,609	16.28%	868,222	(305,801)
Total Personal Services	19,229,270	19,229,270	2,711,557	16,517,713	14.10%	4,381,841	(1,670,284)
Administrative Expenses							
Supplies	452,800	452,800	62,619	390,181	13.83%	39,144	23,475
Services	2,721,630	2,721,630	639,814	2,081,816	23.51%	880,659	(240,845)
Total Administrative Expenses	3,174,430	3,174,430	702,433	2,471,997	22.13%	919,803	(217,370)
Fleet Expenses							
Fleet Supplies	10,000	10,000	10,224	(224)	102.24%	-	10,224
Parts	50,000	50,000	-	50,000	-	1,192	(1,192)
Fuel/Oil/Fluids	2,356,500	2,356,500	496,095	1,860,405	21.05%	727,754	(231,659)
Total Administrative Expenses	2,416,500	2,416,500	506,319	1,910,181	20.95%	728,946	(222,627)
Total Expenditures	\$ 24,820,200	\$ 24,820,200	\$ 3,920,309	\$ 20,899,891	15.79%	\$ 6,030,590	\$ (2,110,281)
Excess (Deficiency) of Revenues Over Expenses			\$ -			\$ (4,213,743)	\$ 4,213,743



KAT
KNOXVILLE AREA TRANSIT
ROUTE PERFORMANCE REPORT
August, 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	24,996	13.8%	24,352	13.5%	2,040	15.0%	1.03	12.25
12	Western Ave	16,862	9.3%	15,655	8.7%	1,181	8.7%	1.08	14.28
13	Beaumont	984	0.5%	1,274	0.7%	93	0.7%	0.77	10.59
16	Cedar Bluff Connector	3,478	1.9%	4,238	2.3%	334	2.5%	0.82	10.42
17	Sutherland/Bearden	7,083	3.9%	8,070	4.5%	622	4.6%	0.88	11.39
19	Lakeshore/Lonas Connector	0	0.0%	0	0.0%	0	0.0%	0.00	0.00
20	Central Ave/Clinton Hwy	11,695	6.5%	11,103	6.1%	685	5.0%	1.05	17.08
21	Lincoln Park	3,051	1.7%	3,980	2.2%	313	2.3%	0.77	9.76
22	Broadway	26,781	14.8%	16,439	9.1%	1,224	9.0%	1.63	21.88
23	Millertown	4,518	2.5%	6,652	3.7%	559	4.1%	0.68	8.09
24	Inskip/Breda Rd	2,765	1.5%	5,634	3.1%	407	3.0%	0.49	6.79
30	Parkridge	4,058	2.2%	2,971	1.6%	234	1.7%	1.37	17.37
31	Magnolia Ave.	18,430	10.2%	11,746	6.5%	988	7.3%	1.57	18.65
32	Dandridge	6,737	3.7%	6,269	3.5%	402	3.0%	1.07	16.76
33	M.L.K.	3,600	2.0%	6,279	3.5%	491	3.6%	0.57	7.33
34	Burlington	5,686	3.1%	9,166	5.1%	627	4.6%	0.62	9.07
40	South Knoxville	3,109	1.7%	9,307	5.1%	661	4.9%	0.33	4.71
41	Chapman Hwy	18,789	10.4%	12,374	6.8%	757	5.6%	1.52	24.82
42	UT/Ft Sanders Hospitals	4,690	2.6%	2,555	1.4%	319	2.4%	1.84	14.70
44	University Park	2,056	1.1%	525	0.3%	61	0.4%	3.92	33.80
45	Vestal	4,804	2.7%	8,638	4.8%	603	4.4%	0.56	7.97
90	Crosstown	7,018	3.9%	13,722	7.6%	969	7.1%	0.51	7.24
	Other/ Unknown	0							
SUB TOTAL LINE SERVICE		181,190		180,950		13,568		1.00	13.35
82	Trolley (Orange Line)	8,830	34.1%	3,481	38.3%	555	41.0%	2.54	15.92
84	Trolley (Green Line)	6,745	26.0%	1,602	17.6%	271	20.0%	4.21	24.87
86	Trolley (Blue Line)	10,341	39.9%	4,008	44.1%	528	39.0%	2.58	19.57
SUB TOTAL TROLLEY SERVICES		25,916		9,092		1,354		2.85	19.14
TOTAL PASSENGERS WITH TROLLEYS		207,106		190,042		14,922		1.09	13.88
LIFT SERVICE		7,024		47,286		3,454		0.15	2.03
TOTAL SCHEDULED SERVICES		214,130		237,328		18,376		0.90	11.65
TOTAL CHARTER SERVICES		93		41		11		2.27	8.45
GRAND TOTAL ALL KAT SERVICES		214,223		237,369		18,387		0.90	11.65



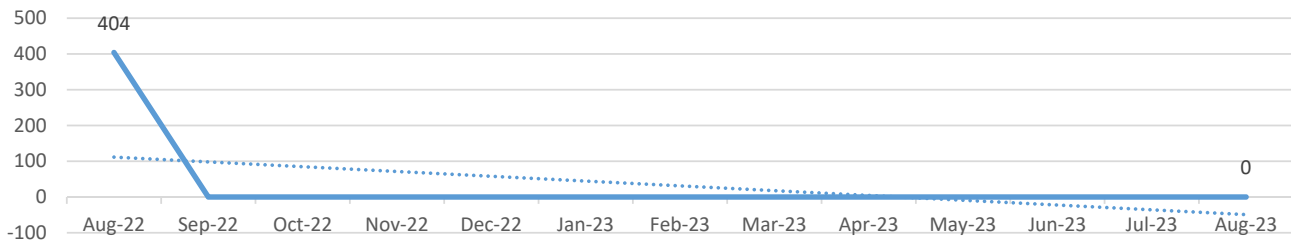
KNOXVILLE AREA TRANSIT

SYSTEM PERFORMANCE REPORT

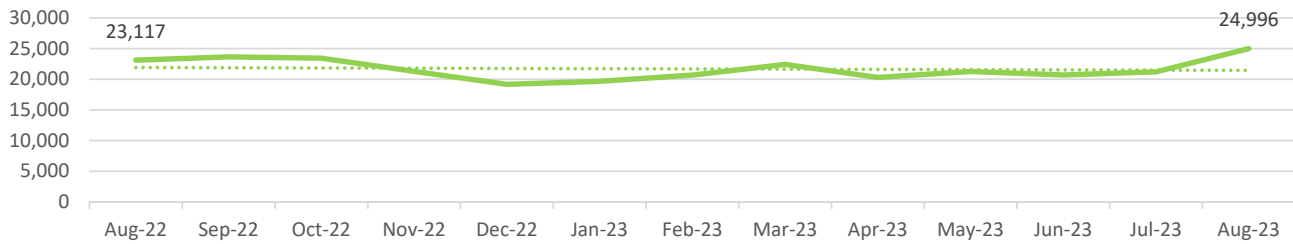
August, 2023

	<u>THIS MONTH</u>			<u>FISCAL YEAR-TO-DATE</u>		
	<u>This Year</u>	<u>Last Year</u>	<u>Change</u>	<u>This Year</u>	<u>Last Year</u>	<u>Change</u>
FIXED ROUTE SERVICE						
Total Passengers	207,106	204,314	1%	390,803	400,678	-2%
System Generated Revenue				\$190,540	\$178,536	7%
Revenue Veh. Miles	190,042	228,690	-17%	398,207	442,784	-10%
Revenue Veh. Hours	14,922	18,108	-18%	31,322	35,329	-11%
Passengers/Mile	1.09	0.89	22%	0.98	0.90	8%
Passengers/Hour	13.88	11.28	23%	12.48	11.34	10%
Preventable Accidents	9	18	-50%	17	32	-47%
Mechanical Road Calls	41	22	86%	68	54	26%
Accidents/100,000 Miles	4.74	7.87	-40%	4.27	7.23	-41%
Miles/Road Failure	4,635	10,395	-55%	5,856	8,200	-29%
DEMAND RESPONSE						
Total Passengers	7,024	7,055	-0%	13,236	13,268	0%
System Generated Revenue				\$20,408	\$19,652	4%
Revenue Veh. Miles	47,286	46,897	1%	89,532	87,697	2%
Revenue Veh. Hours	3,454	3,172	9%	6,564	6,031	9%
Passengers/Mile	0.15	0.15	-1%	0.15	0.15	-2%
Passengers/Hour	2.03	2.22	-9%	2.02	2.20	-8%
Preventable Accidents	3	0	300%	8	1	700%
Mechanical Road Calls	2	1	100%	4	4	0%
Accidents/100,000 Miles	6.34	0.00	634%	8.94	1.14	684%
Miles/Road Failure	23,643	46,897	-50%	22,383	21,924	2%
CHARTER SERVICE						
Charters	93	197	-53%	256	328	-22%
Sports Charters	0	0	0%	0	0	0%
Total Passengers	93	197	-53%	256	328	-22%
Revenue						0%
Football Shuttle Charters				\$0	\$0	0%
Trolley Charters				\$2,500	\$0	0%
Total Miles	41	27	52%	101	58	74%
Total Hours	11.0	6.5	69%	32	16	97%

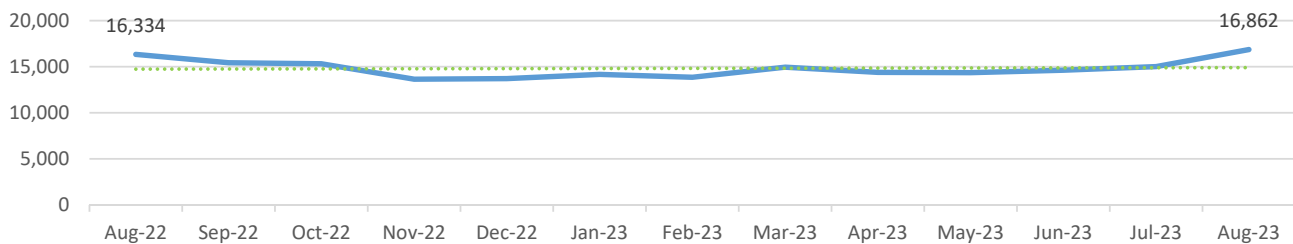
10 - Sequoyah Hills



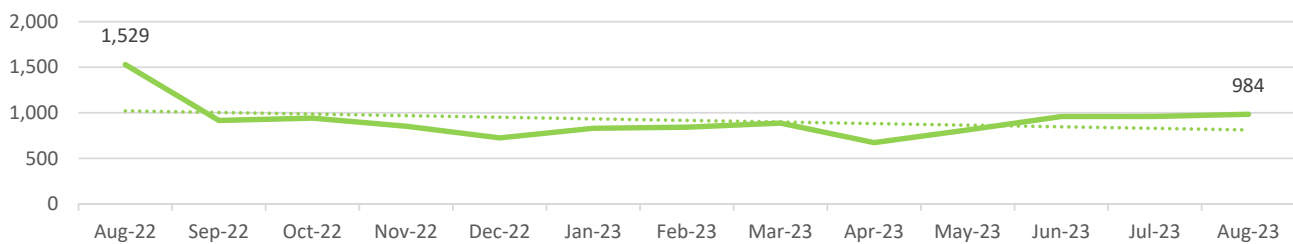
11 - Kingston Pike



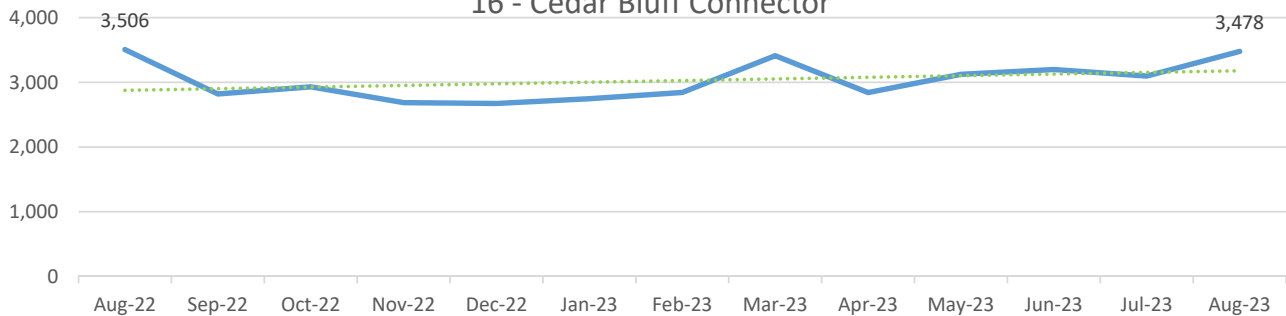
12 - Western Ave

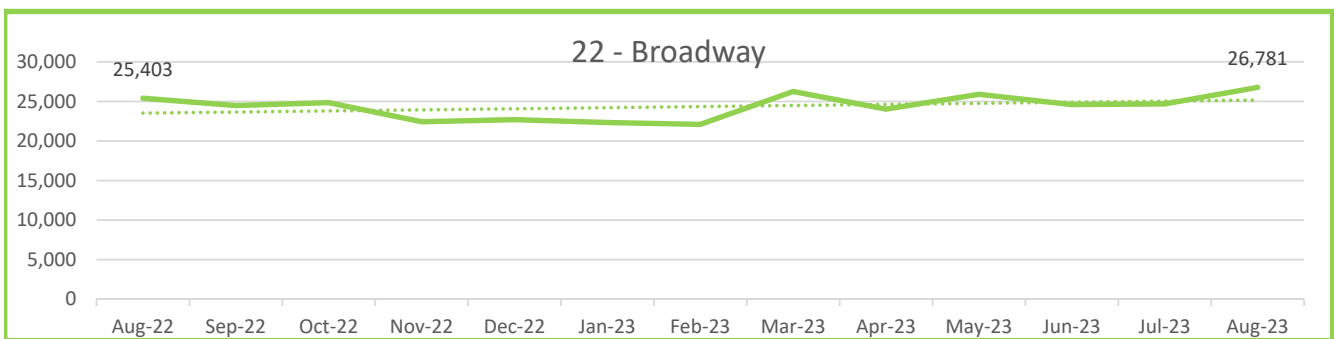
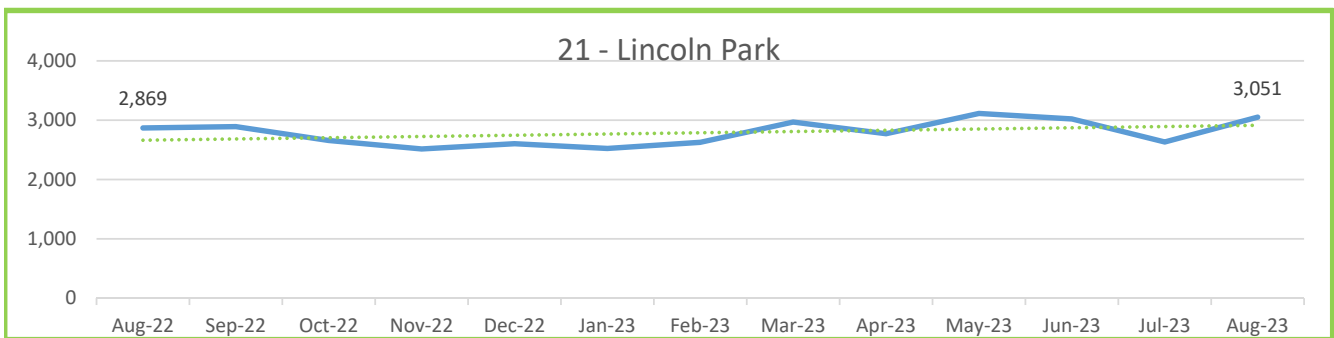
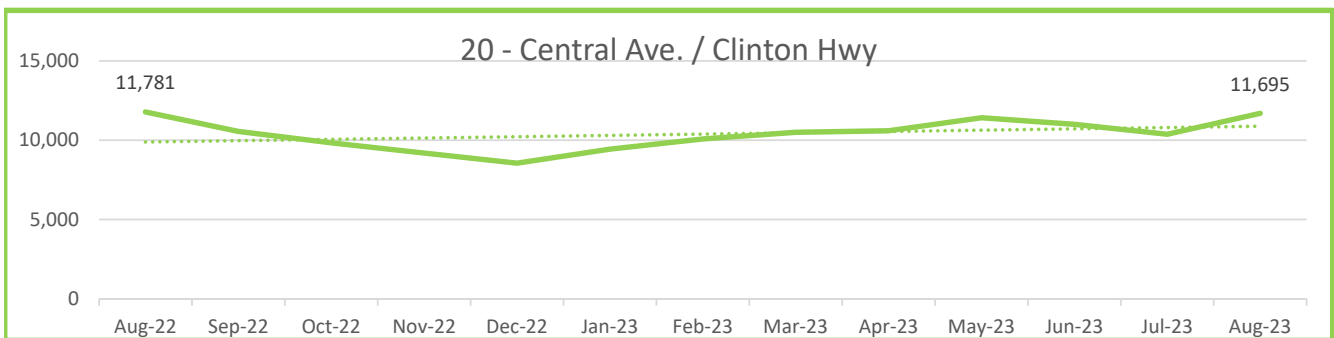
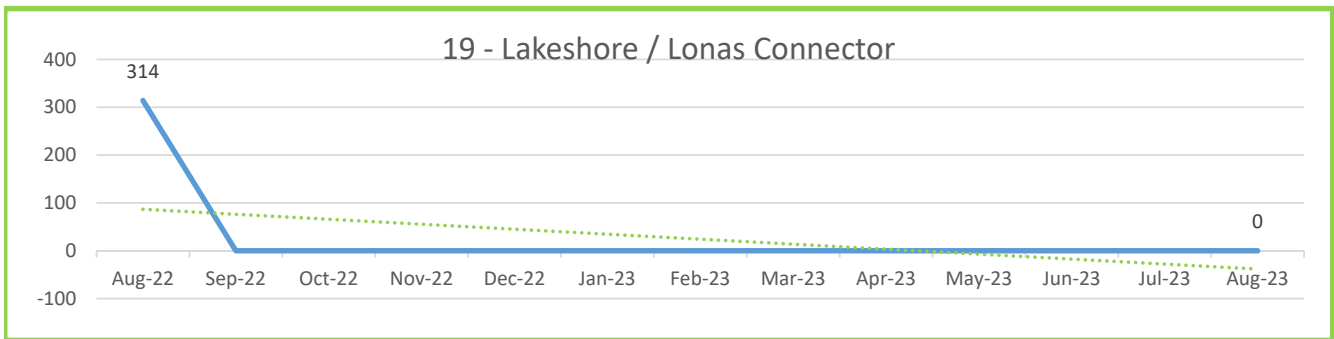
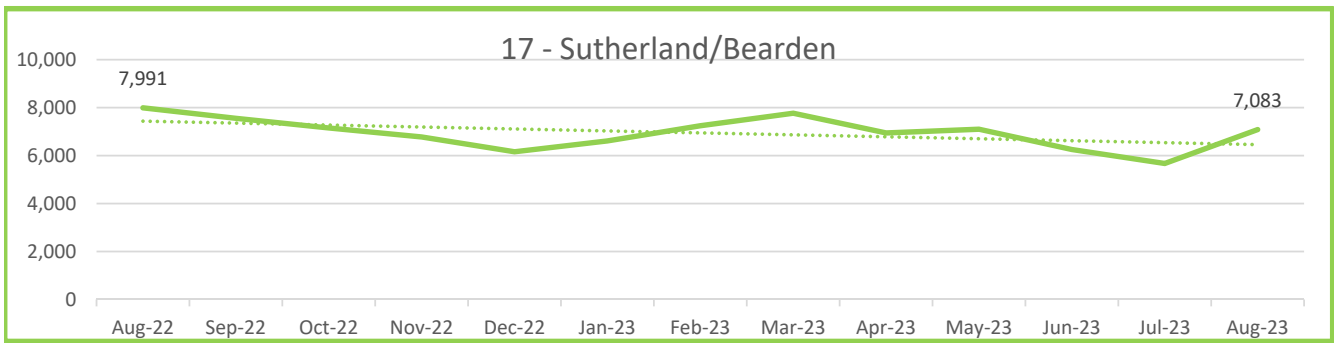


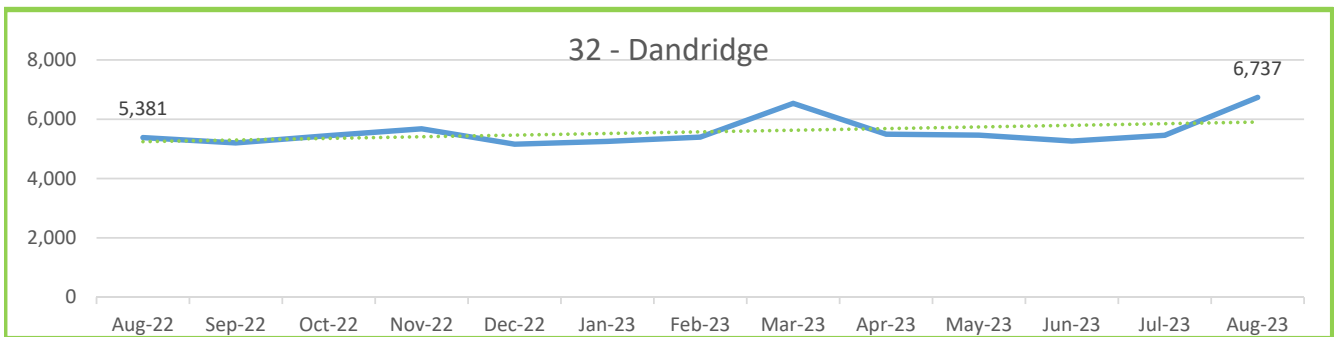
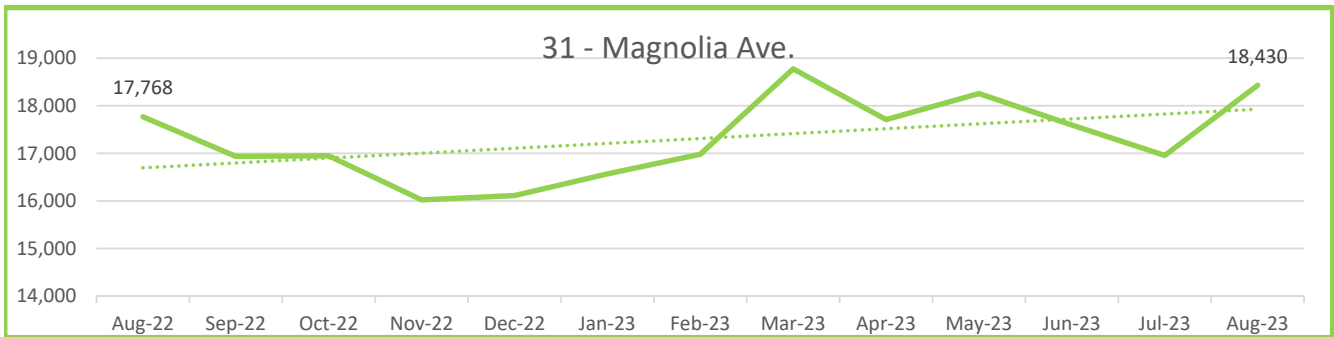
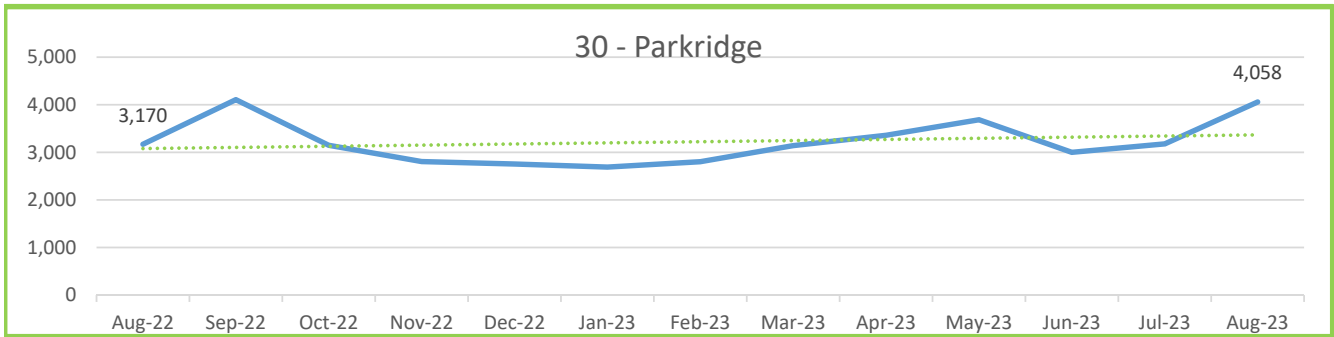
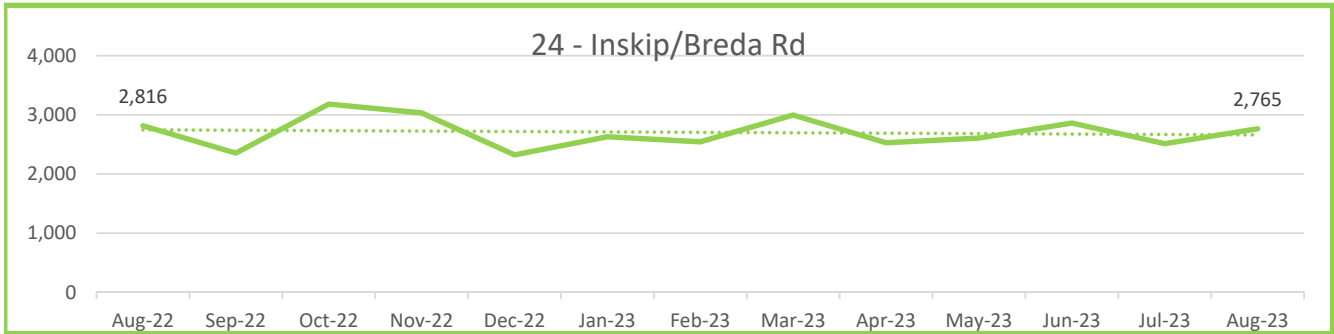
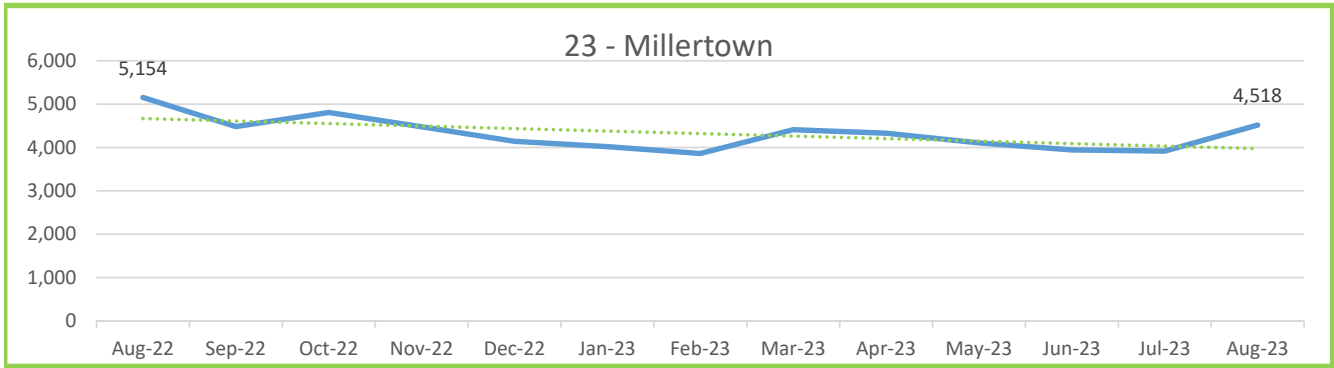
13 - Beaumont

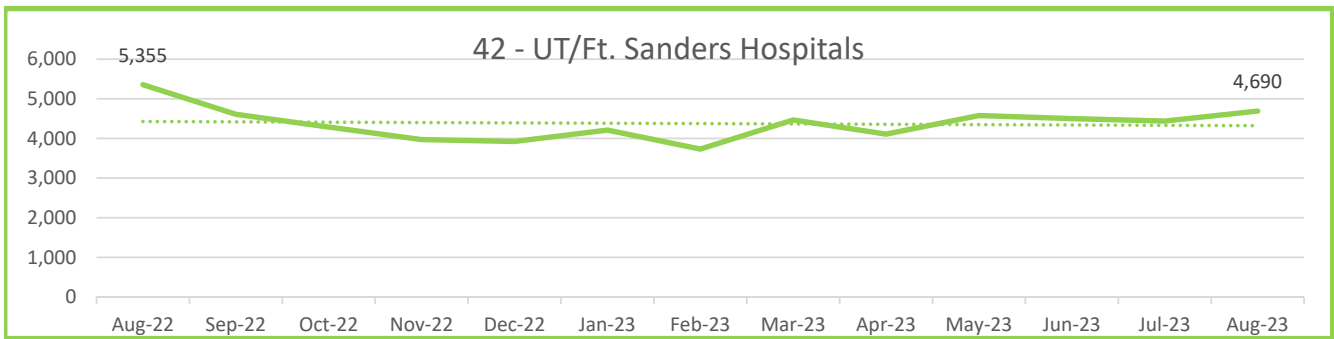
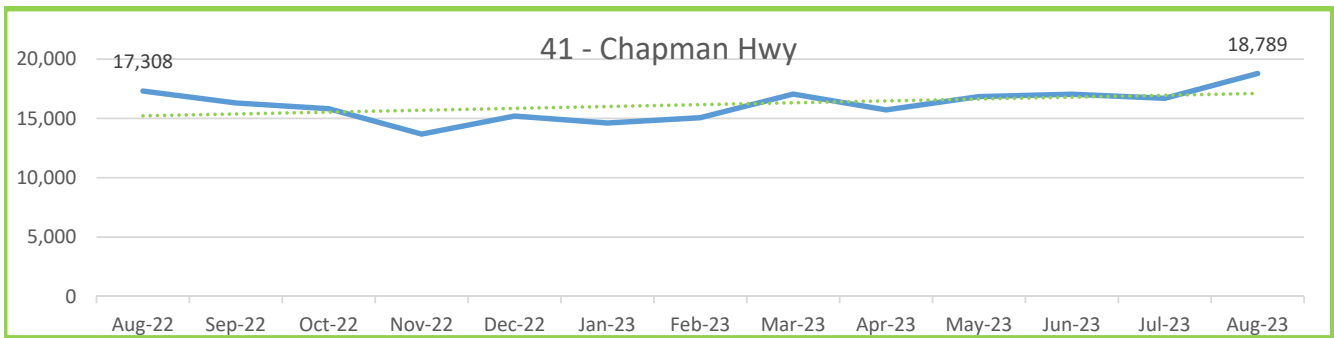
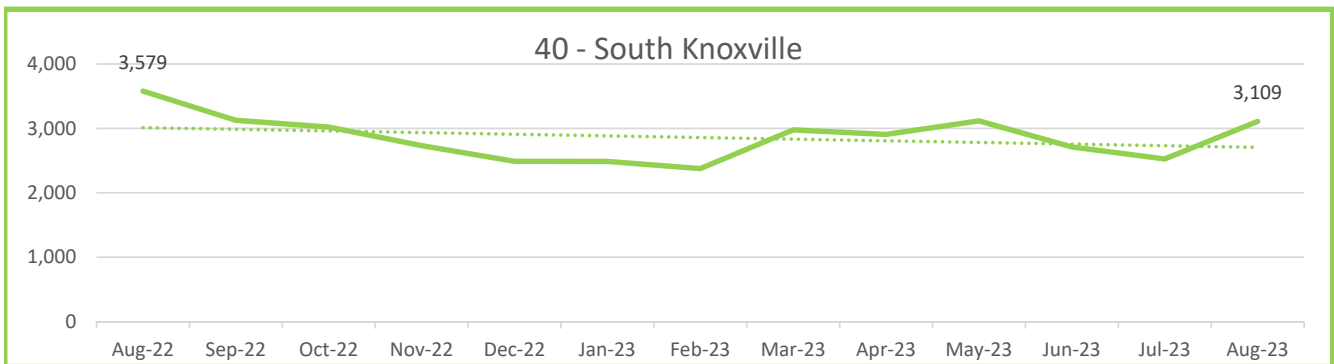
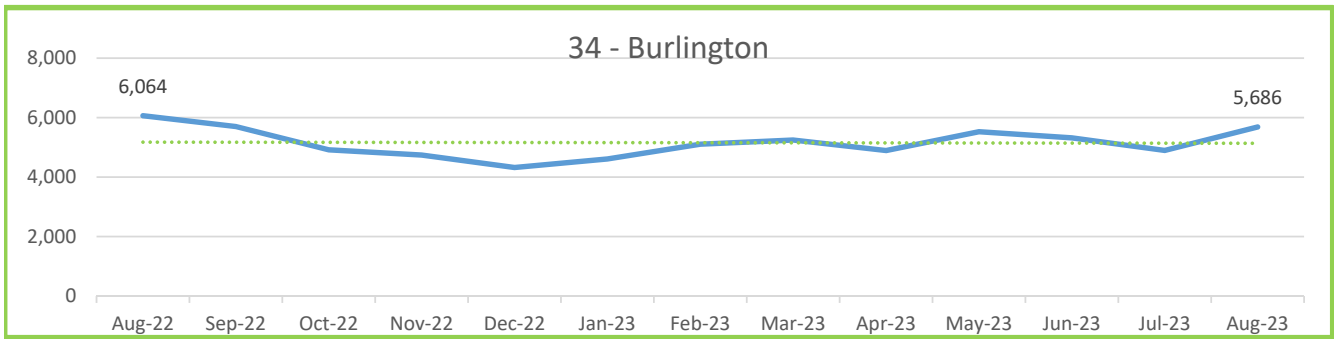
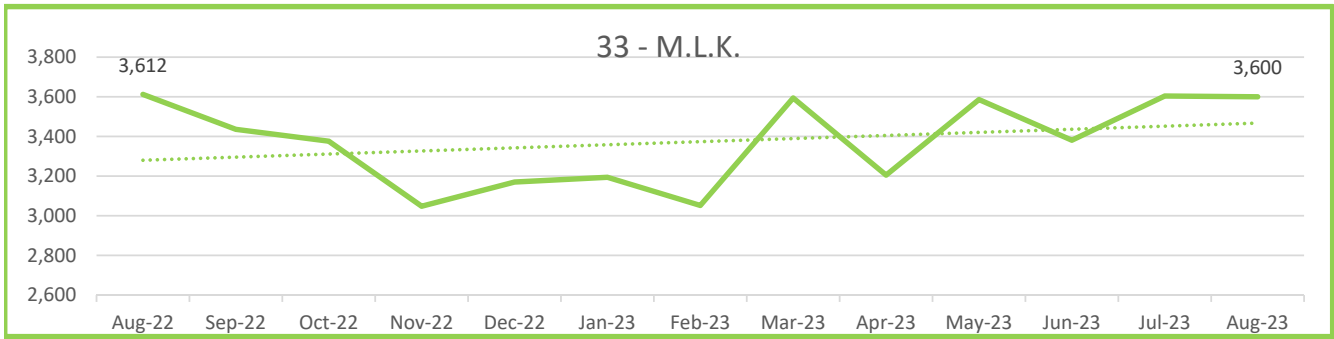


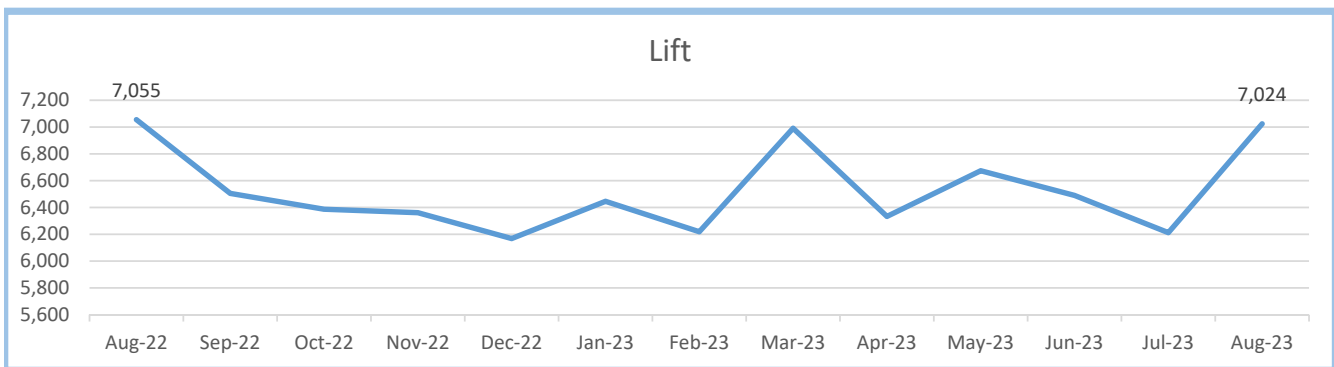
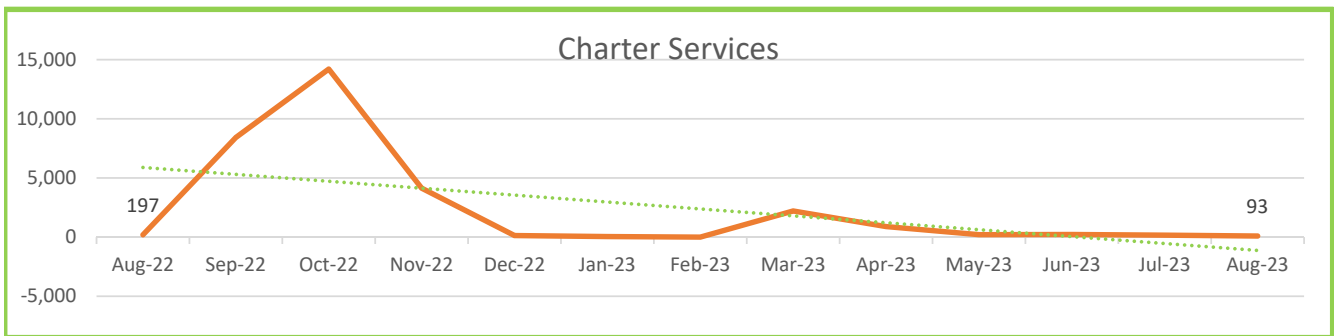
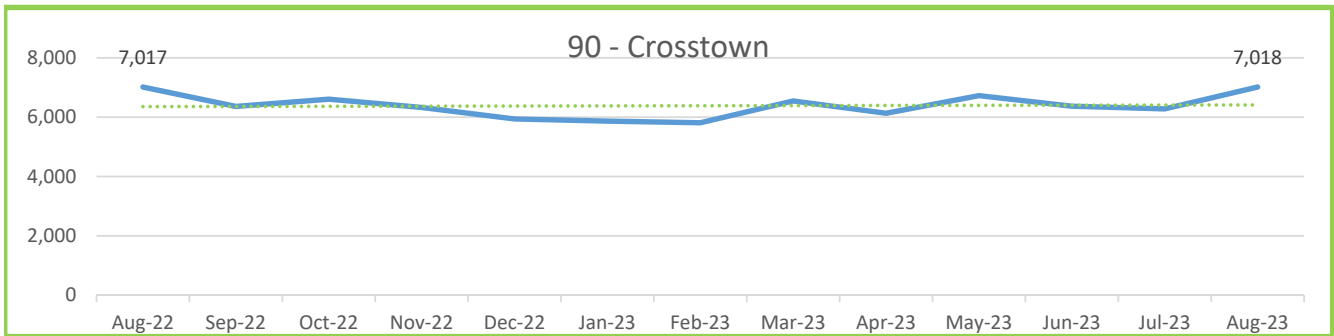
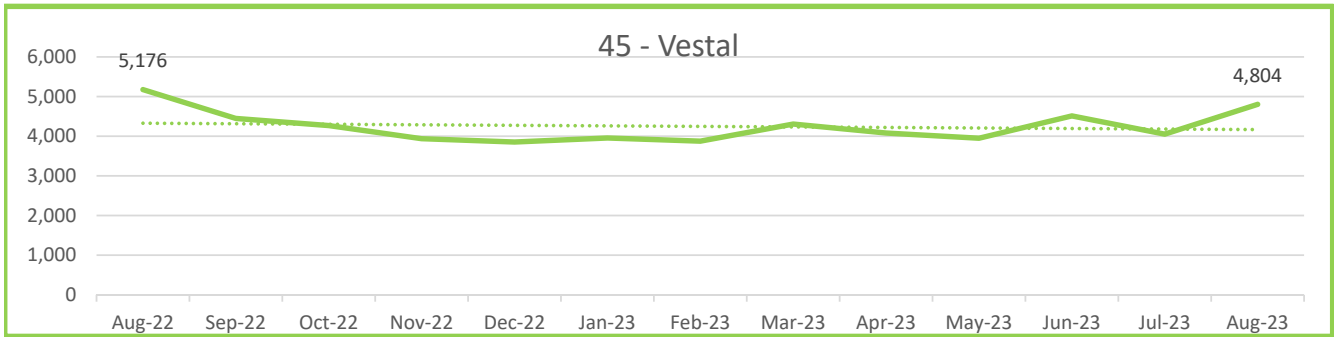
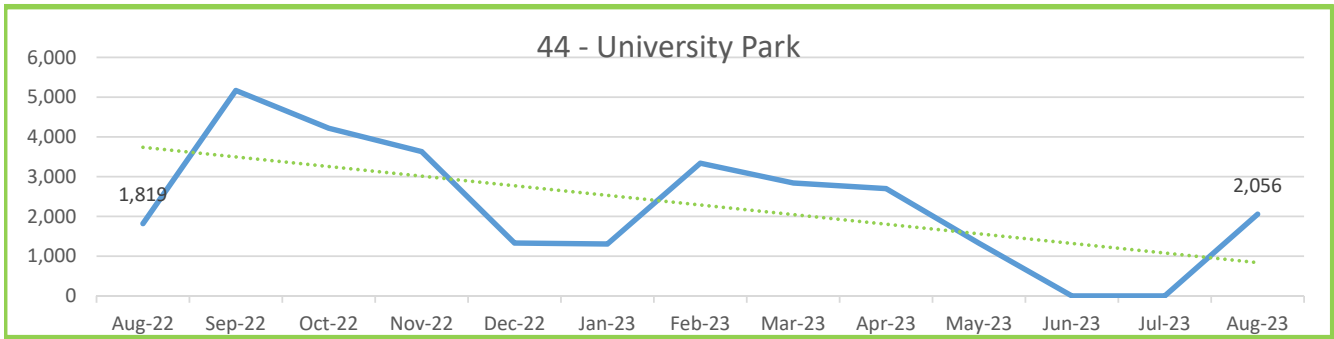
16 - Cedar Bluff Connector



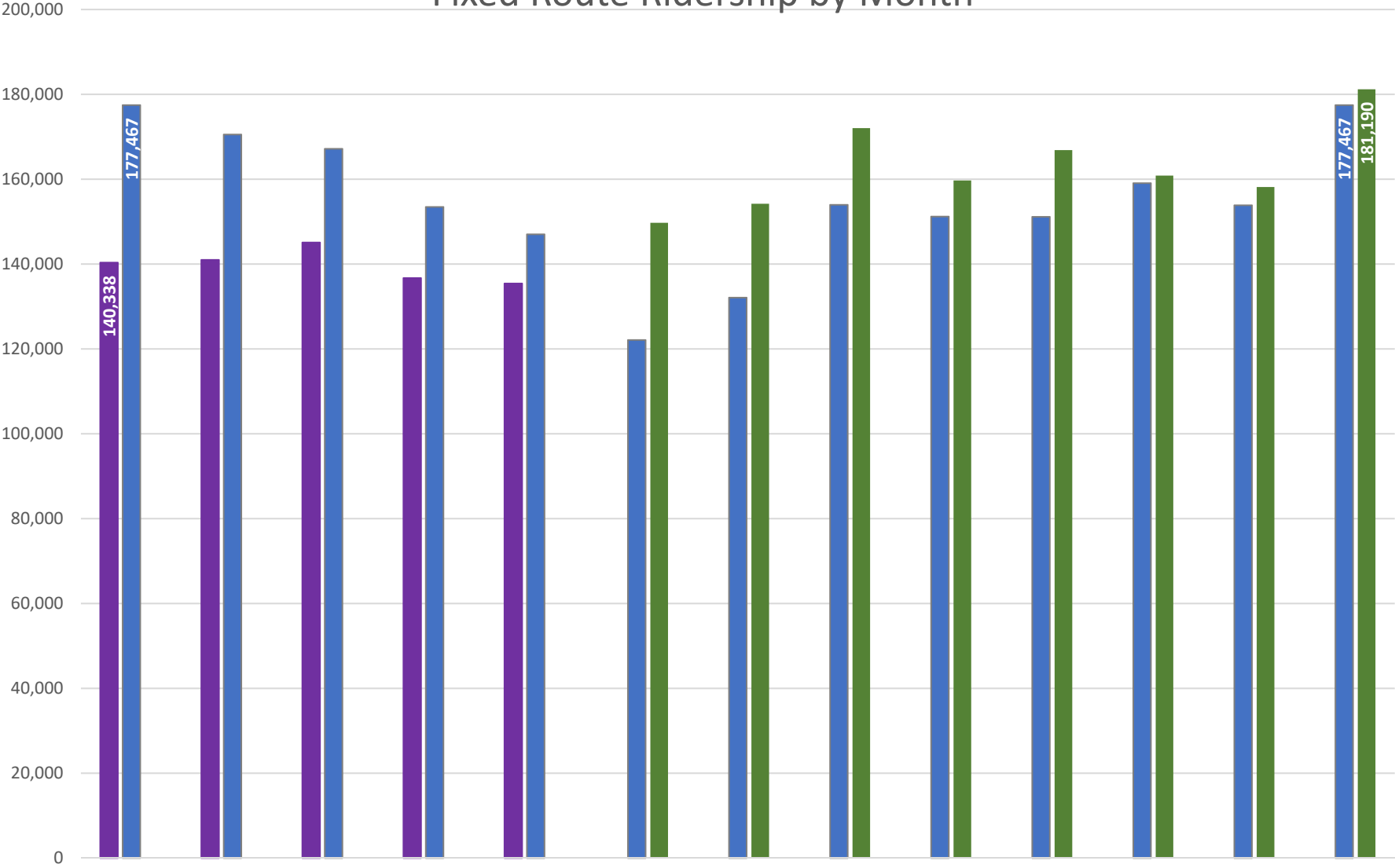






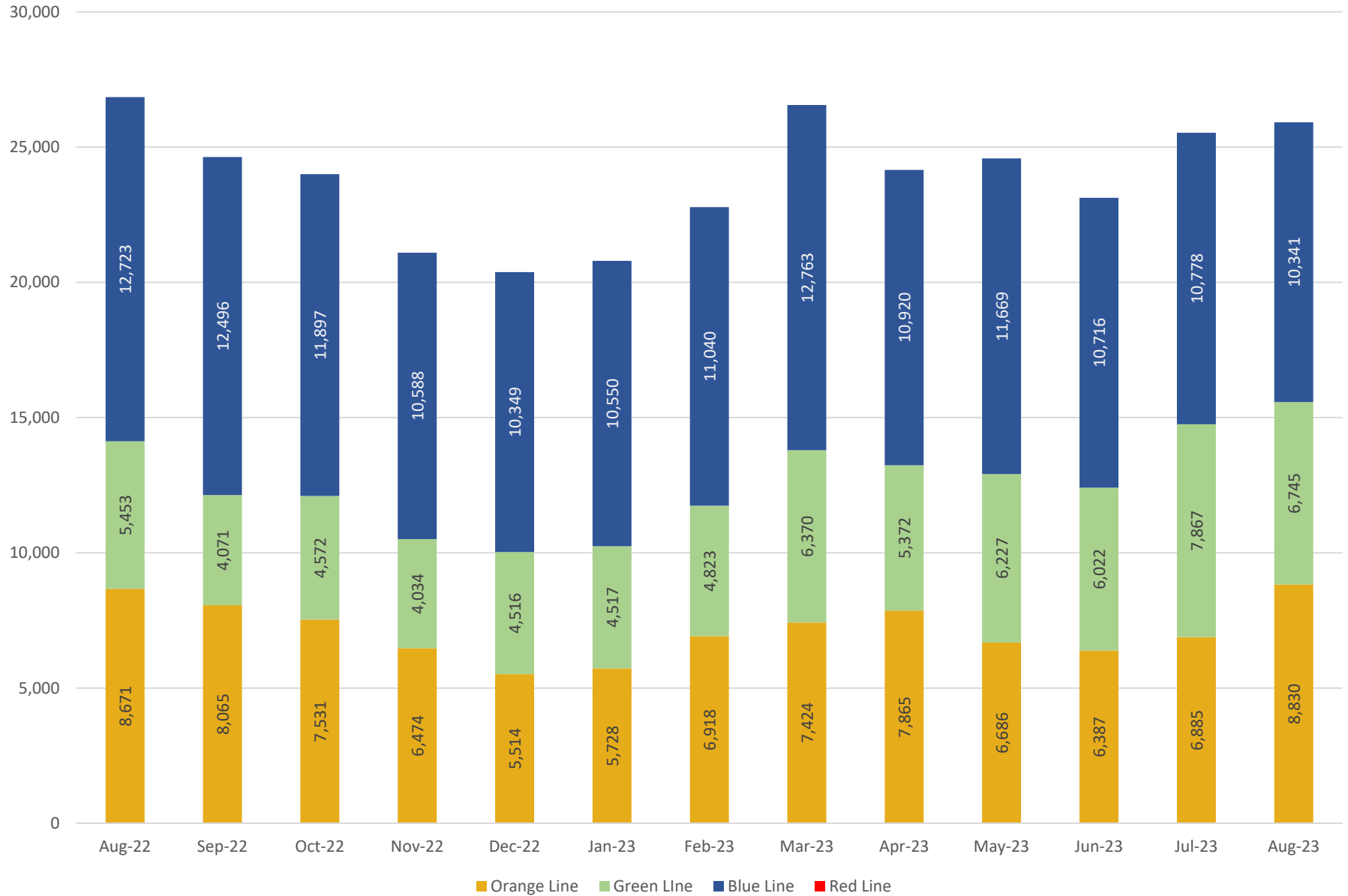


Fixed Route Ridership by Month

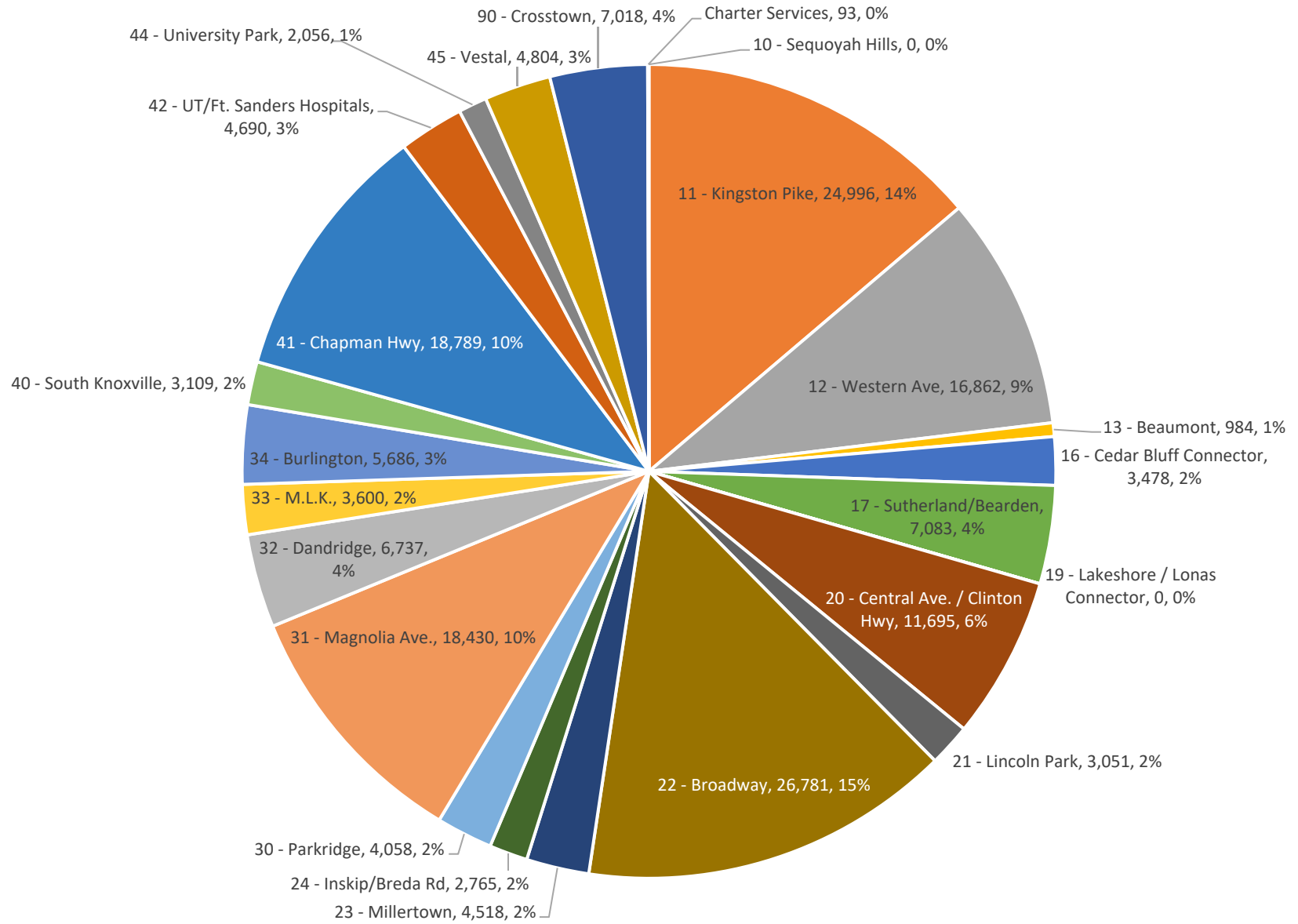


■ 2021 ■ 2022 ■ 2023

Trolley Ridership



August 2023 System Ridership by Route





KNOXVILLE AREA TRANSIT
ROUTE PERFORMANCE REPORT
 September, 2023

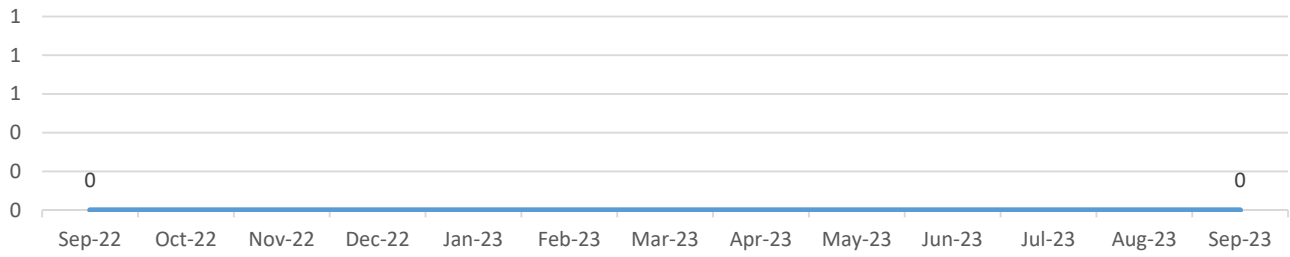
ROUTE NUMBER	ROUTE NAME	RIDERSHIP	Percentage of Ridership	MILES	Percentage of Miles	HOURS	Percentage of Hours	Passg/ Mile	Passg/ Hour
10	Sequoyah Hills	0	0.0%	0	0.0%	0	0.0%	0.00	0.00
11	Kingston Pike	25,080	13.9%	26,370	13.2%	2,210	14.7%	0.95	11.35
12	Western Ave	15,745	8.7%	17,132	8.6%	1,291	8.6%	0.92	12.20
13	Beaumont	969	0.5%	1,722	0.9%	126	0.8%	0.56	7.71
16	Cedar Bluff Connector	3,098	1.7%	4,594	2.3%	362	2.4%	0.67	8.55
17	Sutherland/Bearden	8,878	4.9%	8,921	4.5%	688	4.6%	1.00	12.91
19	Lakeshore/Lonas Connector	0	0.0%	0	0.0%	0	0.0%	0.00	0.00
20	Central Ave/Clinton Hwy	9,599	5.3%	12,190	6.1%	750	5.0%	0.79	12.81
21	Lincoln Park	2,999	1.7%	4,318	2.2%	339	2.2%	0.69	8.84
22	Broadway	25,801	14.3%	17,791	8.9%	1,318	8.7%	1.45	19.58
23	Millertown	4,137	2.3%	7,460	3.7%	627	4.2%	0.55	6.60
24	Inskip/Breda Rd	2,709	1.5%	6,110	3.1%	442	2.9%	0.44	6.13
30	Parkridge	3,112	1.7%	3,219	1.6%	253	1.7%	0.97	12.29
31	Magnolia Ave.	18,414	10.2%	12,734	6.4%	1,071	7.1%	1.45	17.19
32	Dandridge	7,515	4.2%	6,829	3.4%	438	2.9%	1.10	17.15
33	M.L.K.	3,737	2.1%	7,053	3.5%	553	3.7%	0.53	6.76
34	Burlington	5,834	3.2%	10,089	5.0%	690	4.6%	0.58	8.46
40	South Knoxville	3,033	1.7%	9,996	5.0%	708	4.7%	0.30	4.28
41	Chapman Hwy	18,599	10.3%	13,529	6.8%	828	5.5%	1.37	22.47
42	UT/Ft Sanders Hospitals	4,208	2.3%	3,375	1.7%	421	2.8%	1.25	9.99
44	University Park	6,125	3.4%	2,263	1.1%	261	1.7%	2.71	23.48
45	Vestal	4,736	2.6%	9,278	4.6%	648	4.3%	0.51	7.31
90	Crosstown	6,648	3.7%	14,901	7.5%	1,054	7.0%	0.45	6.31
	Other/ Unknown	0							
SUB TOTAL LINE SERVICE		180,976		199,873		15,076		0.91	12.00
82	Trolley (Orange Line)	7,645	33.1%	4,130	39.4%	658	41.7%	1.85	11.62
84	Trolley (Green Line)	4,567	19.8%	2,095	20.0%	355	22.5%	2.18	12.86
86	Trolley (Blue Line)	10,904	47.2%	4,265	40.7%	566	35.8%	2.56	19.27
SUB TOTAL TROLLEY SERVICES		23,116		10,489		1,579		2.20	14.64
TOTAL PASSENGERS WITH TROLLEYS		204,092		210,362		16,655		0.97	12.25
LIFT SERVICE		6,429		43,293		3,175		0.15	2.02
TOTAL SCHEDULED SERVICES		210,521		253,655		19,830		0.83	10.62
TOTAL CHARTER SERVICES		12,679		3,165		546		4.01	23.23
GRAND TOTAL ALL KAT SERVICES		223,200		256,820		20,376		0.87	10.95



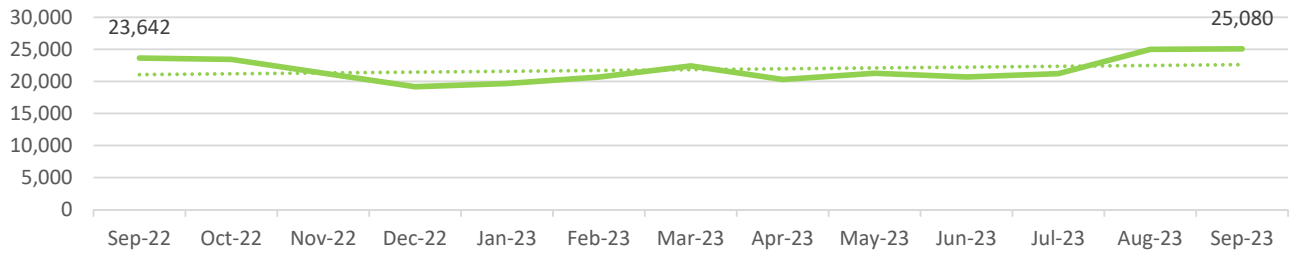
KNOXVILLE AREA TRANSIT
SYSTEM PERFORMANCE REPORT
 September, 2023

	<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	204,092	195,159	5%	594,895	595,837	0%
System Generated Revenue				\$275,905	\$284,469	-3%
Revenue Veh. Miles	210,362	217,920	-3%	608,569	660,704	-8%
Revenue Veh. Hours	16,655	17,282	-4%	47,977	52,611	-9%
Passengers/Mile	0.97	0.90	8%	0.98	0.90	8%
Passengers/Hour	12.25	11.29	9%	12.40	11.33	9%
Preventable Accidents	4	0	400%	21	32	-34%
Mechanical Road Calls	49	17	188%	117	71	65%
Accidents/100,000 Miles	1.90	0.00	190%	3.45	4.84	-29%
Miles/Road Failure	4,293	12,819	-67%	5,201	9,306	-44%
DEMAND RESPONSE						
					0	
Total Passengers	6,429	6,505	-1%	19,665	19,773	-1%
System Generated Revenue				\$28,991	\$30,625	-5%
Revenue Veh. Miles	43,293	43,603	-1%	132,825	131,300	1%
Revenue Veh. Hours	3,175	3,131	1%	9,739	9,162	6%
Passengers/Mile	0.15	0.15	0%	0.15	0.15	-2%
Passengers/Hour	2.02	2.08	-3%	2.02	2.16	-6%
Preventable Accidents	2	1	100%	10	2	400%
Mechanical Road Calls	5	1	400%	9	5	80%
Accidents/100,000 Miles	4.62	2.29	101%	7.53	1.52	394%
Miles/Road Failure	8,659	43,603	-80%	14,758	26,260	-44%
CHARTER SERVICE						
					0	
Charters	157	45	249%	413	373	11%
Sports Charters	12,522	8,375	50%	12,522	8,375	50%
Total Passengers	12,679	8,420	51%	12,935	8,748	48%
Revenue						0%
Football Shuttle Charters				\$35,717	\$34,553	3%
Trolley Charters				\$3,500	\$0	0%
Total Miles	3,165	2,156	47%	3,266	2,214	48%
Total Hours	545.8	368.5	48%	577	385	50%

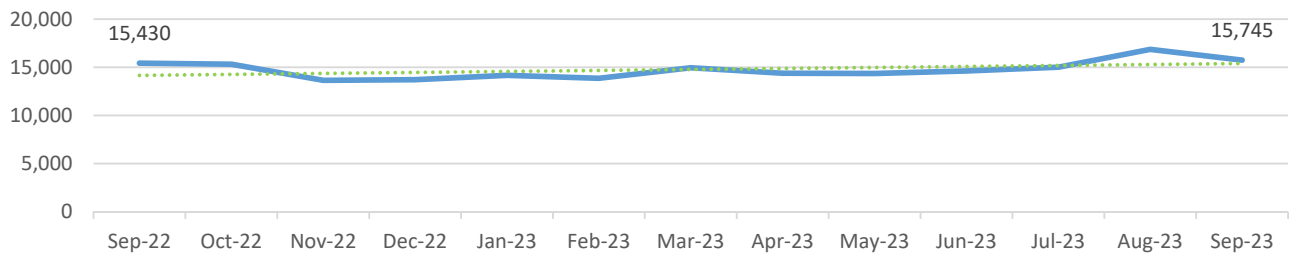
10 - Sequoyah Hills



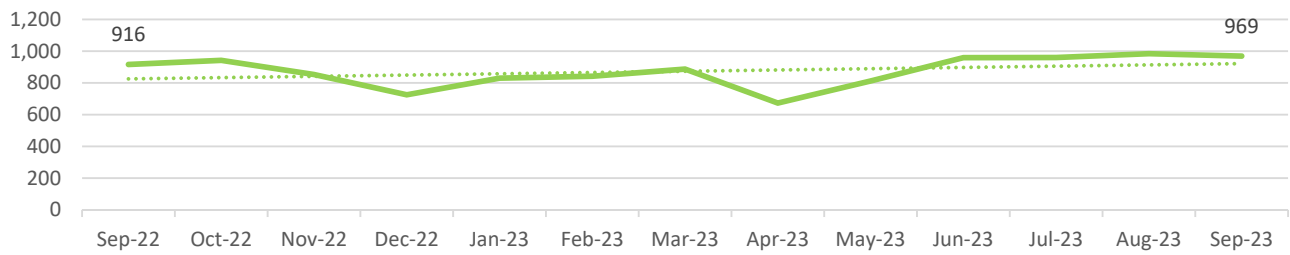
11 - Kingston Pike



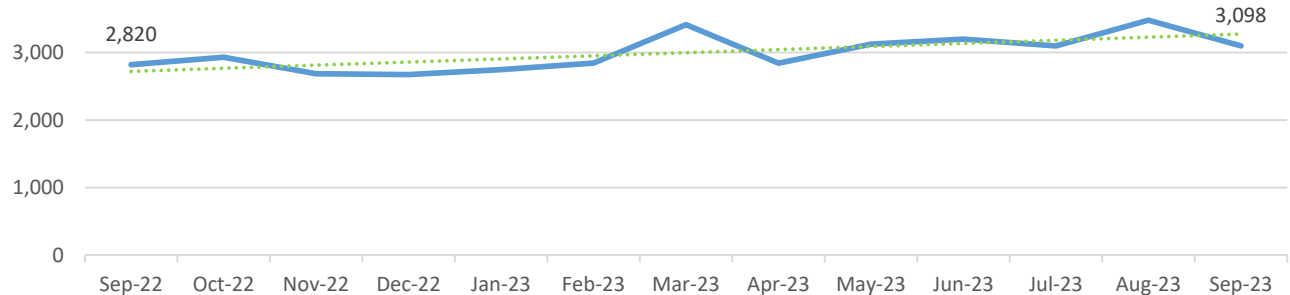
12 - Western Ave

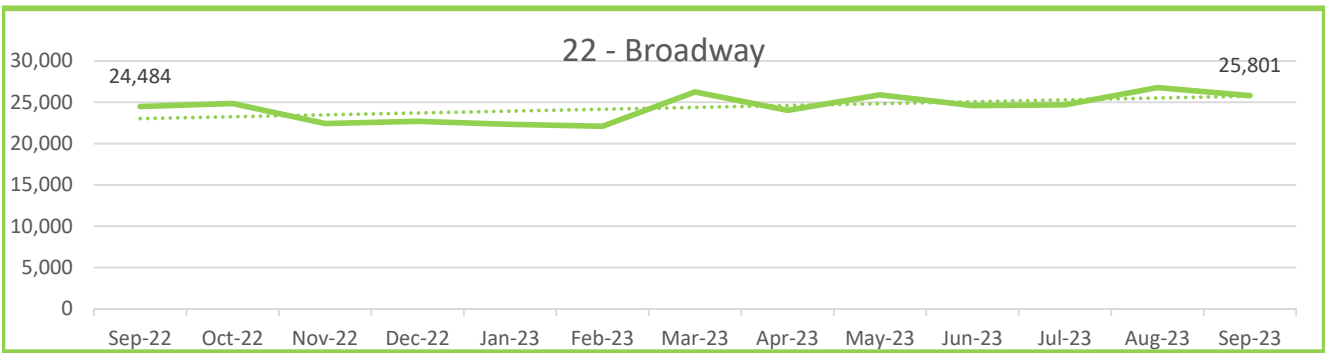
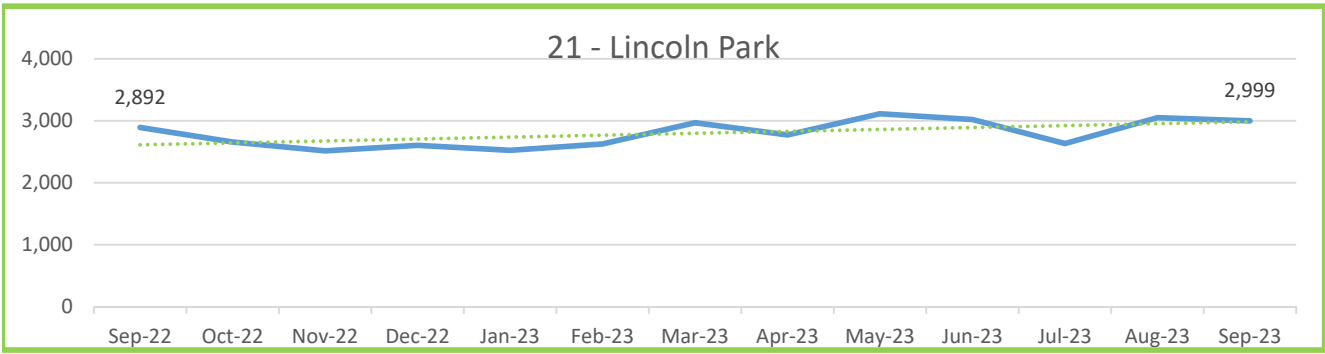
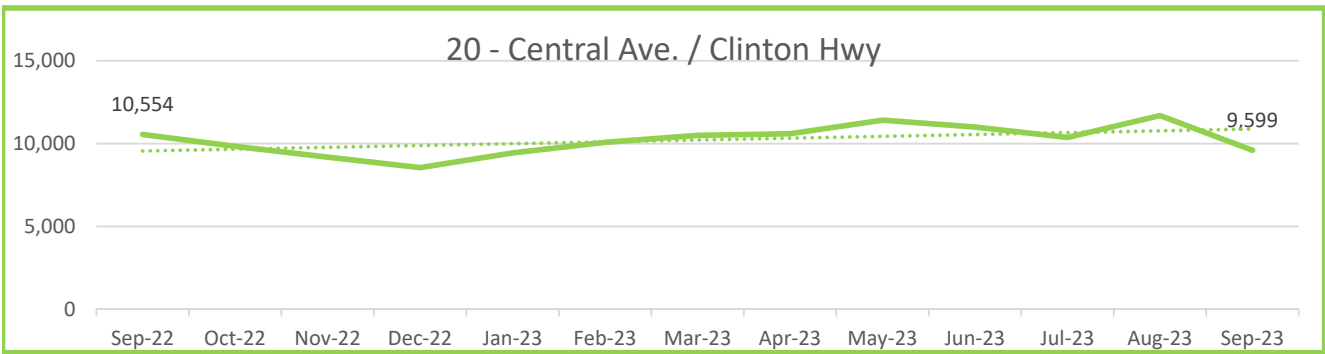
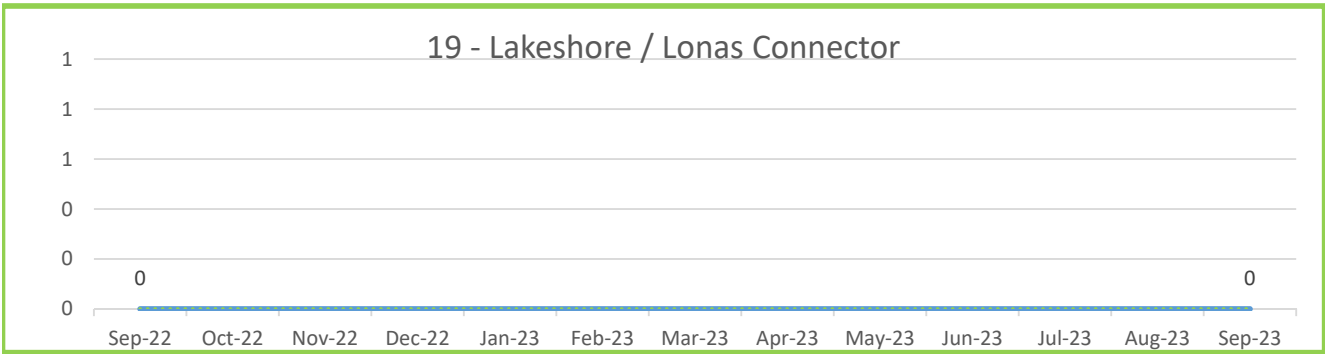
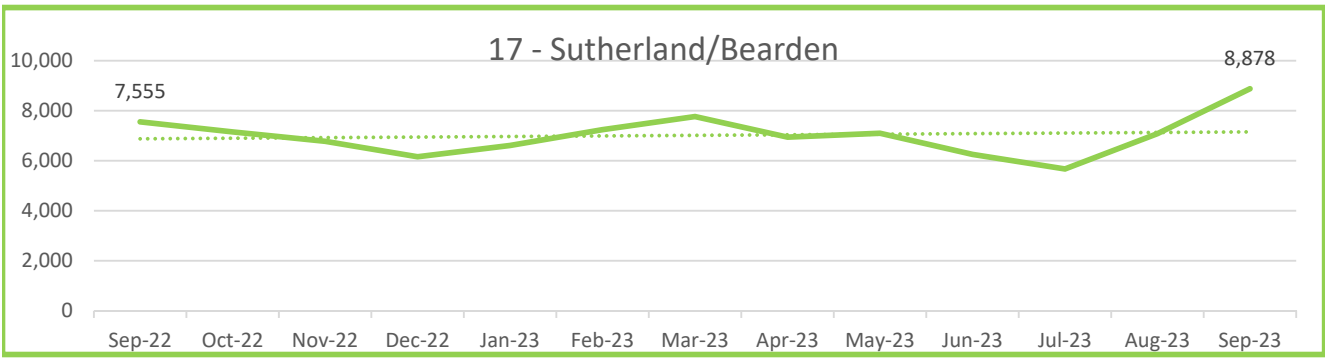


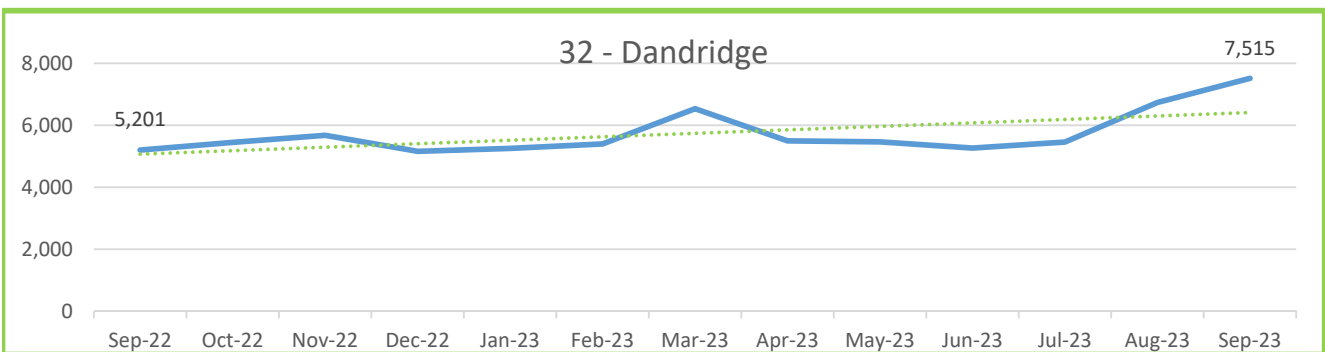
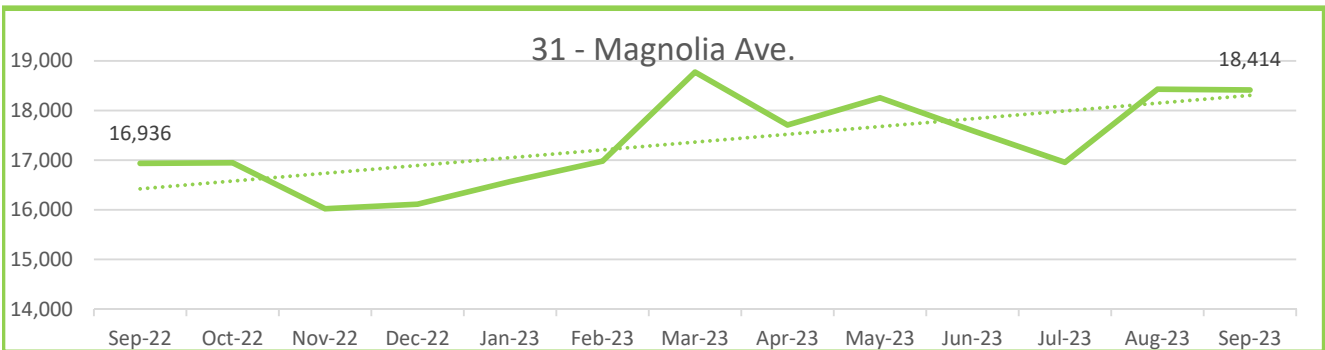
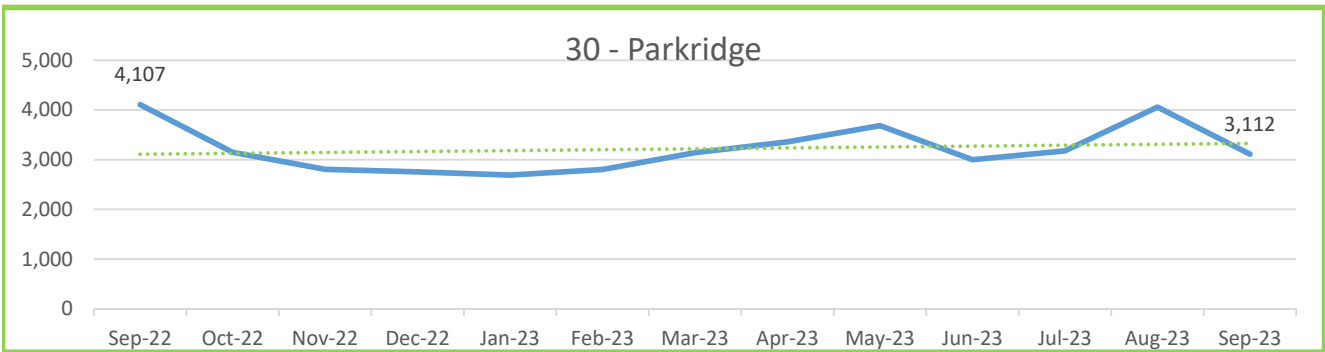
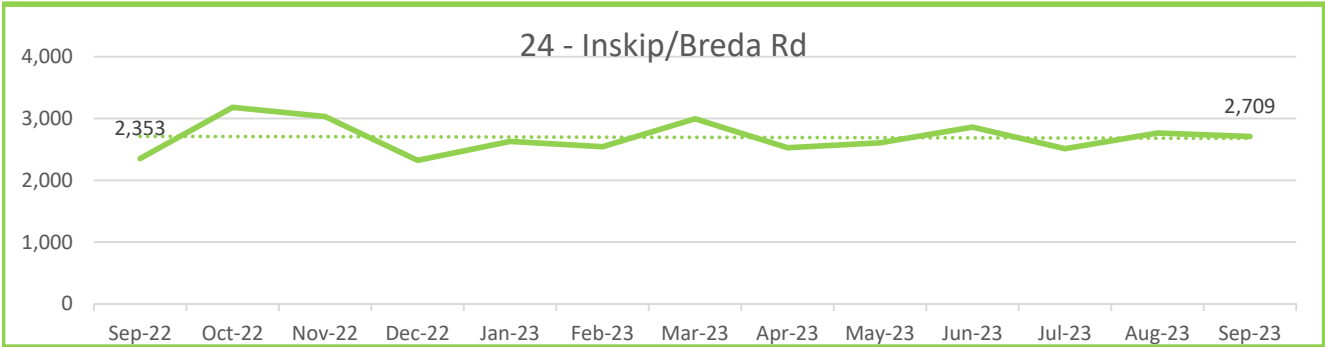
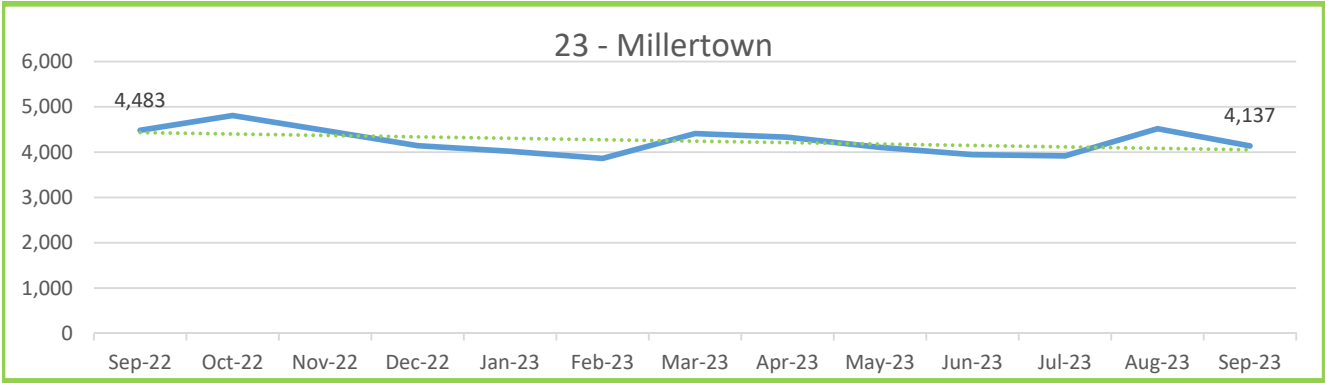
13 - Beaumont

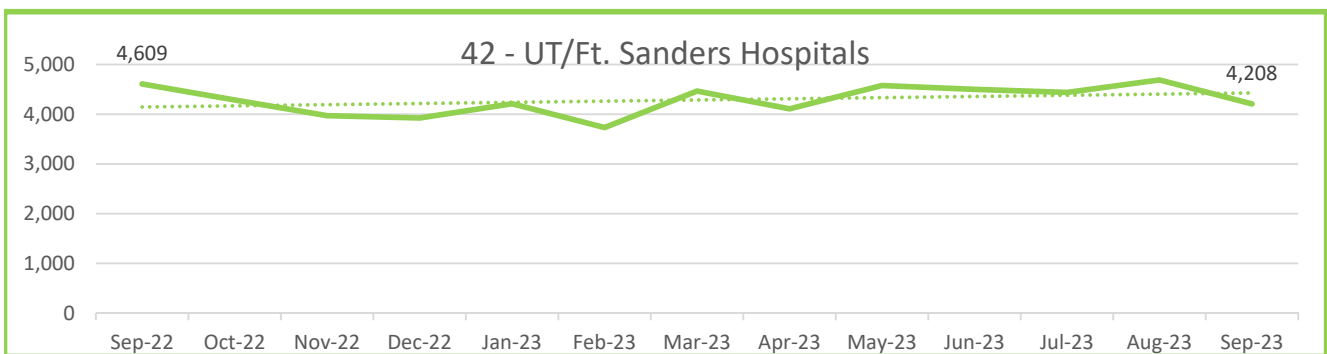
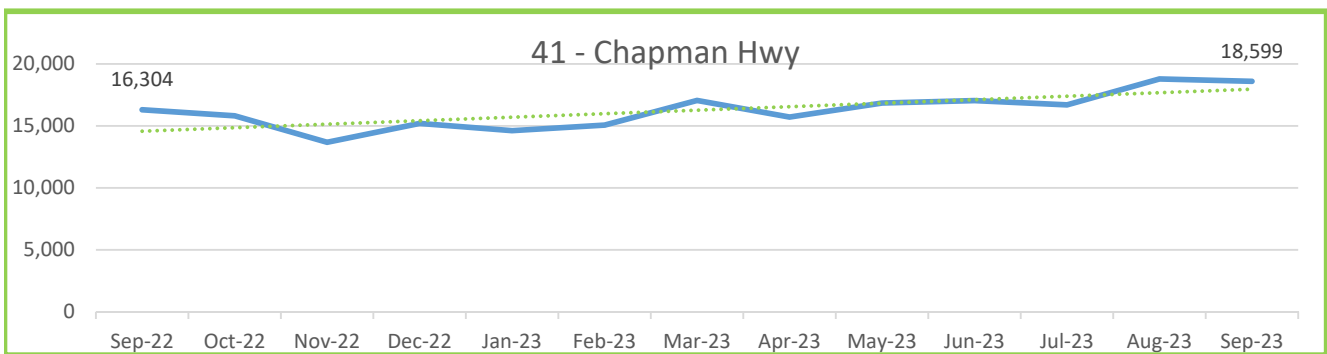
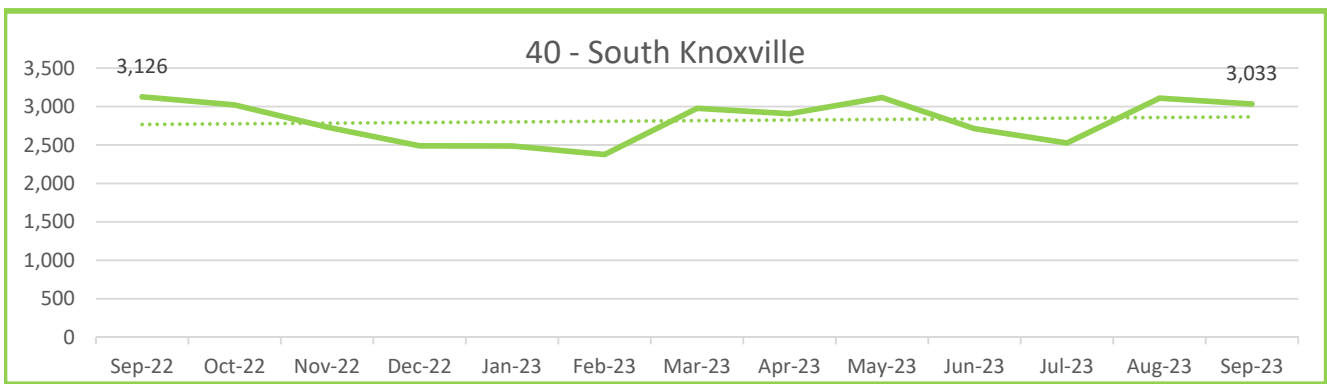
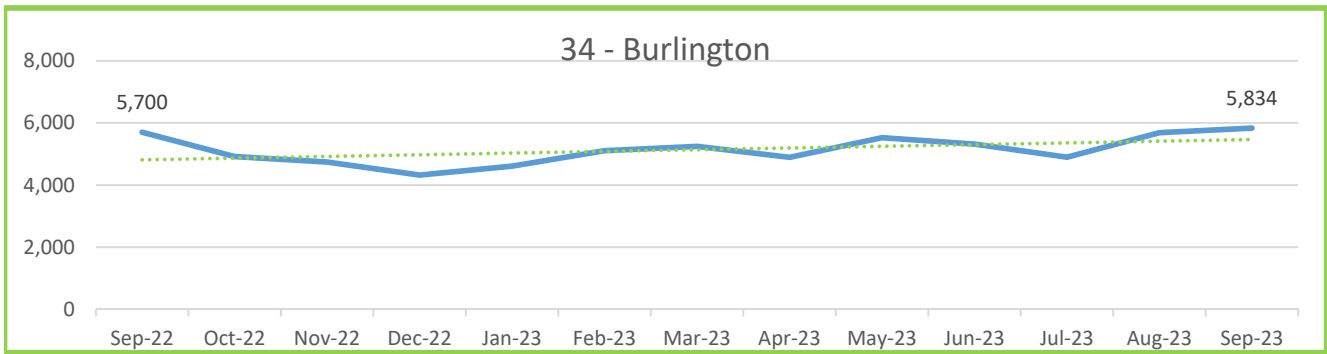
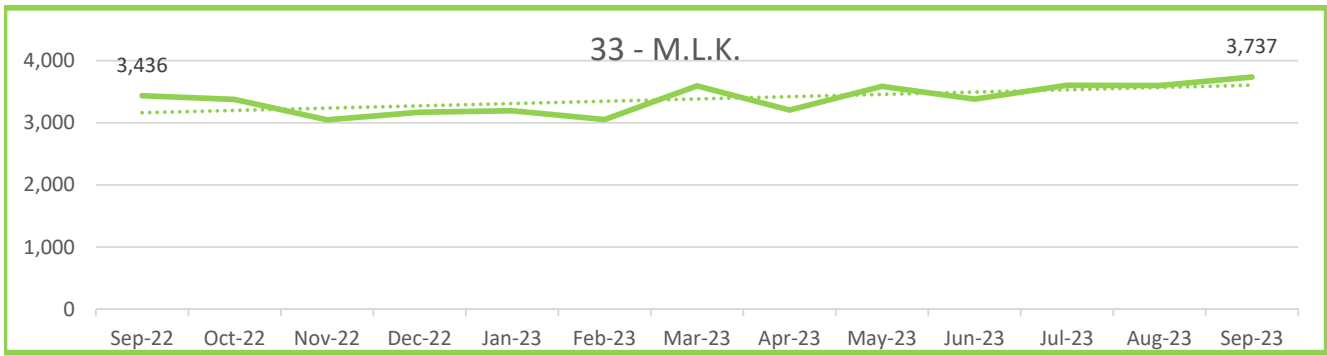


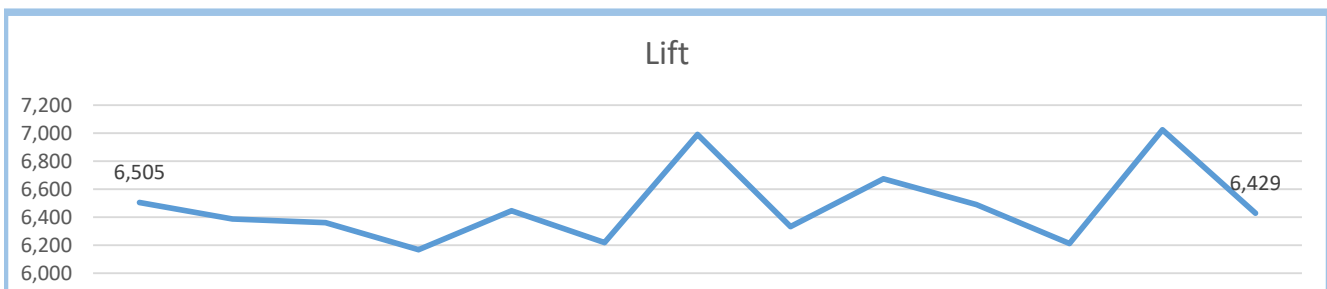
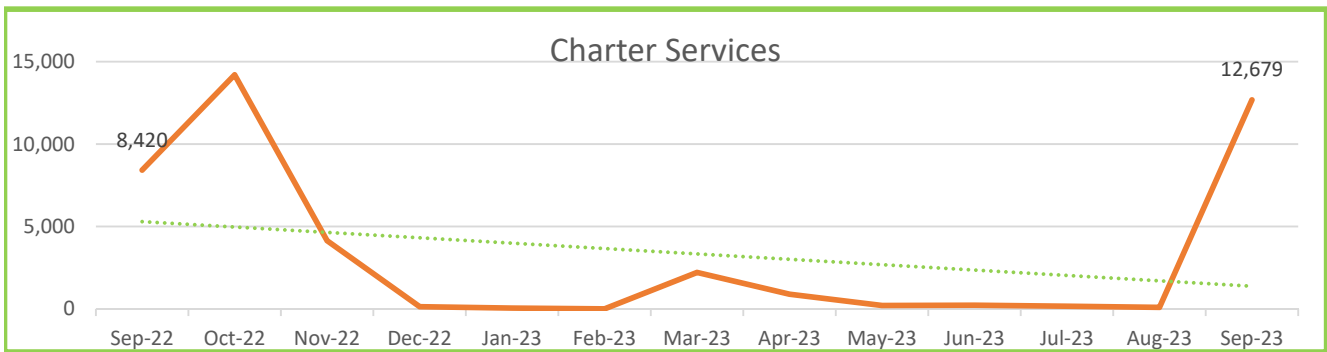
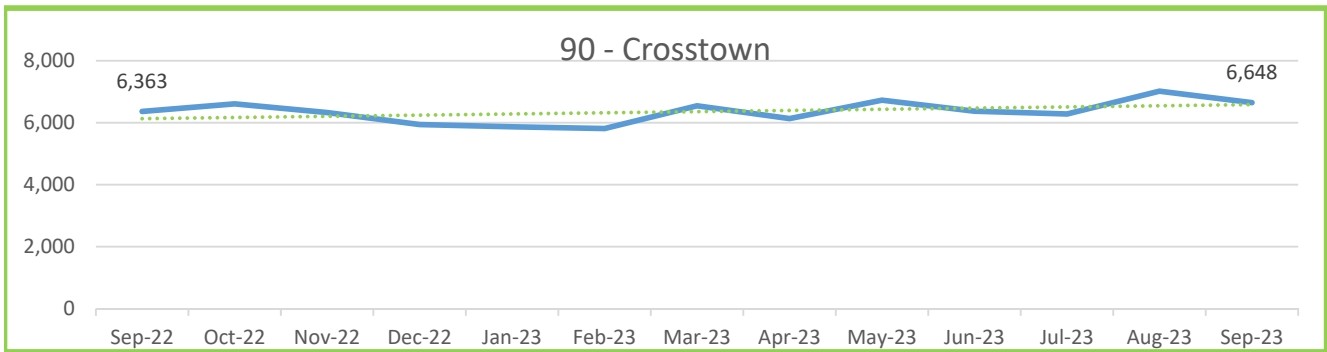
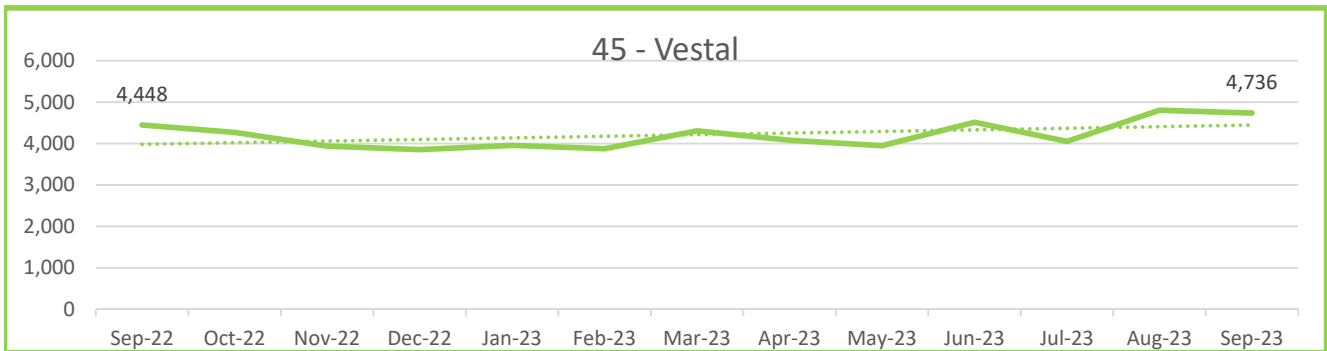
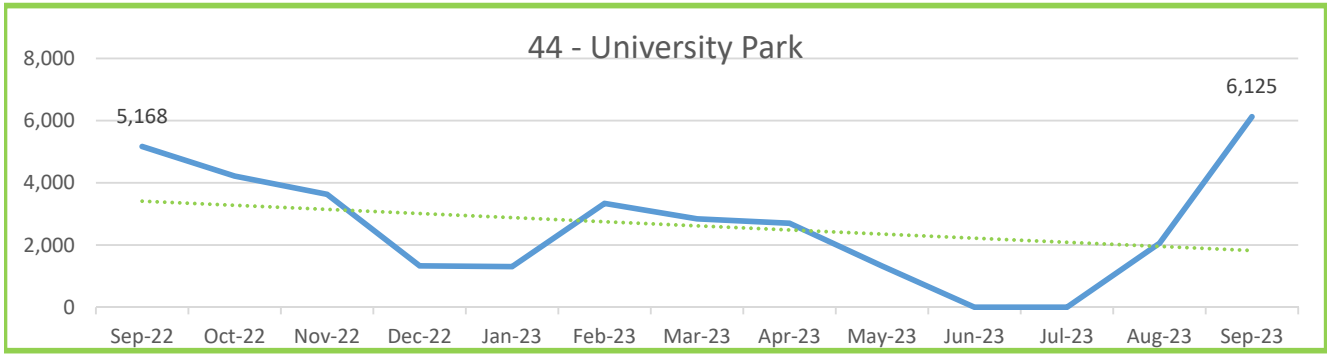
16 - Cedar Bluff Connector

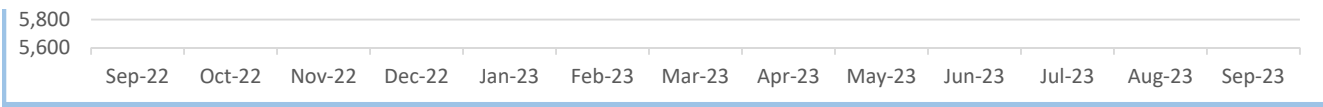




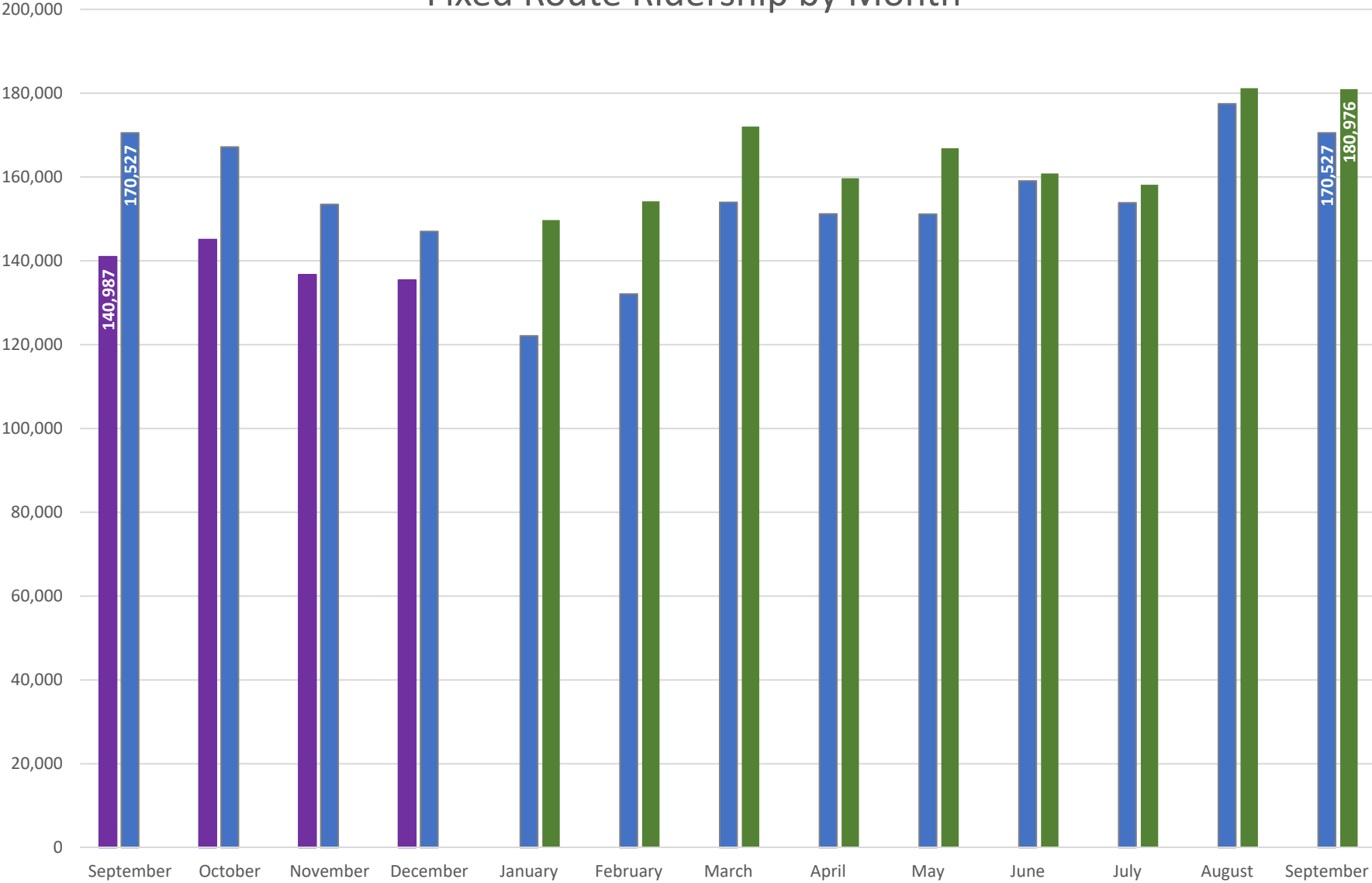






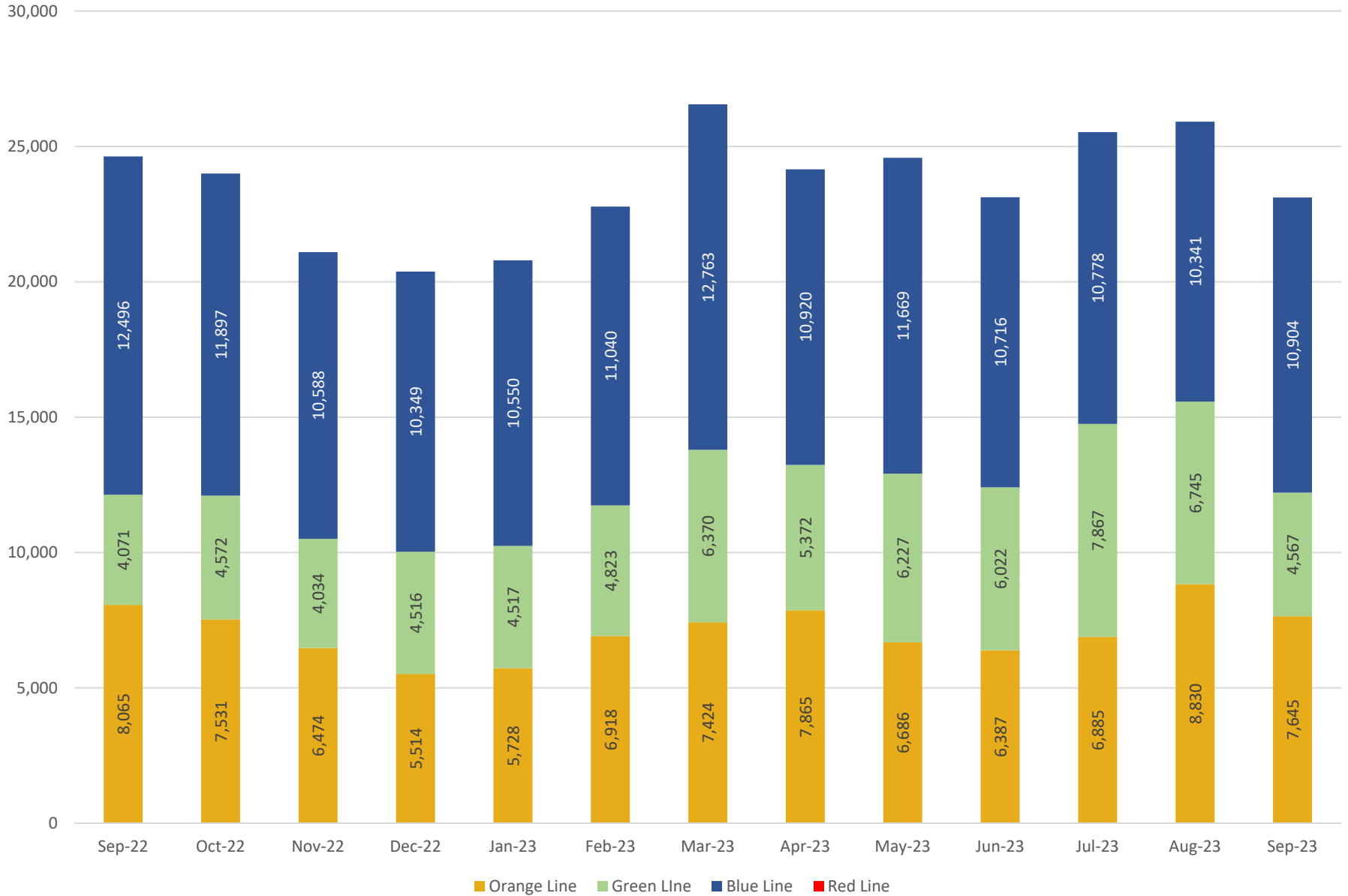


Fixed Route Ridership by Month



■ 2021 ■ 2022 ■ 2023

Trolley Ridership



September 2023 System Ridership by Route

