

Knoxville Transportation Authority

Meeting Date: Thursday, November 16, 2023



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INDYA KINCANNON
MAYOR
(865)215-2040



CITY OF KNOXVILLE
KNOXVILLE TRANSPORTATION AUTHORITY

AGENDA

Thursday, November 16, 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 – October 26, 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: Parking Requirements and Missing Middle Housing – Commissioner Durham

- VI. Public Comments

- VII. Set next meeting for November 16, 2023, and Adjourn

Minutes
For Thursday, October 26, 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 they have 5 members present. They have a quorum.

Commissioners in attendance were as follows:

Commissioner Simmons
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 took a motion to approve. There were none. Commissioner Durham gave the 1st motion and Commissioner Brakewood gave the 2nd motion. All were in favor, no one opposed.

III. Reports A. KTA Chair

Chair Smith stated that he didn't have any comments. He turned it over to the Commissioners to see if they had any.

B. Commissioners' Comments

Commissioner Durham stated that he wrote up a draft of a resolution in regard to the Missing Middle Housing (MMH) project. He referenced the proposal section 4.6.D, that talks about the parking standards for item number one. Commissioner Durham presented a resolution requesting an examination for changes to the City of Knoxville's parking requirements along major corridors. He said they need to reevaluate the parking mandates $\frac{1}{4}$ or $\frac{1}{2}$ mile to remove parking minimums and reductions. He

stated that what he's also recommending in this resolution is they ask the city to bump that number up. Commissioner Durham said that it makes sense that if you're within a ¼ mile of a transit route, that you should have no parking mandates. He also said that it means that it allows the person that's developing to work with the neighborhood and examine themselves on a case-by-case basis how much parking is appropriate. He went on to talk about the city passing their Vision Zero plan, and Master Forest plan, and the city has emission reduction goals and how mandating parking goes against all of those. Commissioner Durham stated that he wanted to discuss with the board what their thoughts are about recommending that within ¼ mile, they either remove parking minimums, or take that 30% and raise it, and potentially in the future, add another layer to some things at a ½ mile of a transit corridor, and there's some form of parking reduction. He mentioned that he'd like for them to start having that discussion on item 1, because that is on a time constraint to when the city will present the plan again in December to the Planning Commission for MMH and would like to have time to discuss before then.

Chair Smith thanked him and asked for questions or comments on the draft resolution.

Attorney Lawhorn stated that he didn't have a comment, but just from a procedural standpoint, he thinks that whatever the will of the KTA may be, that if they desire discussion today, he would ask to move that to New Business, and take no action today, and have discussion only and put any consideration of the resolution on the next meeting agenda. He said it's a lot of substance and he thinks out of fairness of everyone's consideration, it may need to be some studying, some evaluation, and maybe some calling City Council representatives and City Administration on these topics.

Commissioner Durham asked for clarification in the future, any resolution would be New Business.

Attorney Lawhorn answered, yes, that would be an appropriate place to discuss it. He said there's nothing wrong in bringing it up explaining that you'd like to add this to New Business.

Chair Smith asked Attorney Lawhorn if they need to vote on it to add it as a New Business item, or could they just address it at that time.

Attorney Lawhorn stated that the Chair has the discretion to add new items.

Chair Smith said that they'll add this to the New Business portion of the agenda, and then asked for any objections. There were none. He asked for any Commissioners comments. There were none.

C. Staff

i. City of Knoxville Director of Transit

Mr. Thorne stated he had three items to discuss. He said that November 7th is Election Day, and that KAT will be providing free rides to make sure there are no transportation barriers for those who want to vote. Secondly, he said that on November 8th, they will be launching Mobile Ticketing. He talked about how passengers can download the Transit app and are now able to purchase tickets through that method. Lastly, he mentioned that they don't have this month's recommendation for adding services. He said they will be bringing that to the board November 16th. This may require a public hearing, so they may have to schedule a special meeting. Director Thorne said that he'll get with Attorney Lawhorn on how they go about doing that. He stated that the discussion on November 16th will not be about adding more service, but bringing back service they reduce last August.

Chair Smith asked if people would add payment or purchase a pass through the app, and they would be able to scan it on the bus.

Director Thorne stated that there are validators on every bus. Passengers go up and scan their ticket on the validator.

Chair Smith asked if anyone had any further questions for staff.

iii. TPO Transit Planner

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

He discussed Mobility Plan 2050, stating that as a part of that process, they have some working groups, and there will be one on Transit. He invited any commissioner that might be interested in participating in that work group to let him know. Mr. Burton stated that he knows that they'll be engaging with KTA and KAT, as a part of their overall public involvement process, and if they think they don't have time to do a working group, to come do a general public engagement. Mr. Burton went on to say they talk about transit at a high level as far as regional connectivity and issues like that, and to please let him know if they would be interested.

Chair Smith asked Mr. Burton when the last long-range plan was, this one is 2050, what is the horizon for the current one.

Mr. Burton answered 2045. He stated they must do this every 4 years, and that at times, it'll shift to every 5 years. He said that if they're going to have federally funded projects, it has to be in their Mobility Plan, then eventually, as it gets closer to implementation, it has to be in their 5-year plan, which is more like a capital improvement program. Mr. Burton said these are really big projects, and have 150 projects, and gave an example such as Alcoa Highway. He said with transit, they typically put a list of ongoing needs, like buses, lift vans, and CAC and ETHRA are engaged in that. He mentioned they hear a lot they need more regional connectivity to places like Maryville and Oak Ridge. Mr. Burton said they can loosely put that in there because with the bus service, they could find ways to fund that.

Chair Smith asked if it is limited to federal projects, because he mentioned Alcoa Highway.

Mr. Burton said if it has federal funds, it will typically, and Alcoa Highway has federal funds.

Chair Smith asked about Chapman Highway. He said that his dream would be that it's not a part of the 2050 plan because it'll be done before then.

Mr. Burton said that he's positive that he knows for sure that Chapman Highway plan is in there, and it's in their short range, and is broken into 6 or 7 segments, and has some federal and state funding.

Chair Smith asked about the city portion of Chapman Highway and the horizon on that currently.

Mr. Burton stated he didn't have the information on that but will find out and send him an email.

IV. New Business

Chair Smith asked if any commissioners had any questions leading up to Commissioner Durham's proposed draft.

Commissioner Simmons asked for a better understanding on what Commissioner Durham is asking about pertaining to parking spaces for housing.

Commissioner Durham mentioned that within the city's MMH proposal, the parking requirements would supersede other parking requirements, that if you're a ¼ mile from transit, they can take a 30% reduction in the required parking. He

expressed his concerns about the MMH proposal, and the first steps he's asking the city to do is:

- Reword their Missing Middle Housing proposal to where those parking requirements don't supersede the existing ones.
- Examine the potential removal of them totally in the future, so the 30% reduction would go up to 70% or 100%.

Commissioner Simmons asked if there were a mandatory minimum amount of parking spots in general.

Commissioner Brakewood said it's standard.

Commissioner Simmons stated he attended a couple of MMH areas they're developing, and said they're established neighborhoods within the city and is curious, because there's a lot of street parking like most mid-town cities. He stated that he understands what Commissioner Durham was saying as far as they don't have to have mandatory parking, then they can put more apartments in there.

Commissioner Durham spoke about the national average for one all-street parking space is about \$5000, which gets passed down to people through rents and mortgages. He continued to talk about transit corridors that are within ¼ mile, will have the availability for street parking Commissioner Durham continued talking about there are other cities that have removed minimum parking, and then he listed a few. He stated that he'd like them to start discussing it now, looking towards the future and the way they do parking. He said that it would prevent more units being built and would make it harder for a city to be transit friendly and walkable.

Chair Smith reiterated on what Commissioner Durham discussed in his resolution:

1. 30% requirement reduction the developers get if they're within a ¼ mile of a transit route, and Commissioner Durham is asking that if doesn't go away under the Missing Middle Housing proposal.
2. Increase that reduction requirement fully or more.
3. Extend the reach of ¼ to ½ mile for that consideration.

Commissioner Durham said correct. He stated he'd like to have a discussion is that ½ mile is a 10-minute walk, maybe have a 5%-10% reduction, but within the ¼ mile, 30% reduction is too low.

Chair Smith stated he's seen a request like this from a council standpoint is to leave a general request for consideration to improve reduced, or not reduce this minimum requirement anymore. In fact, they would like to study expanding it. Then directed to Director Thorne; when they tie a development standard to distances from routes, they change routes. He asked Director Thorne how do those two things follow each other as they change routes, then stated he

couldn't see them changing any city codes or ordinance to adapt to route changes they've made.

Director Thorne said that KAT Reimagined focused a lot on density, looking at their corridors especially increasing the amount of service along those. They're looking at parking minimums and density. Whether they have minimums parking spots to encourage those to use transit as opposed to those that have cars.

Chair Smith refined his question to Director Thorne. He referenced to $\frac{1}{4}$ mile from a transit route, and asked if they move a bus route beyond a $\frac{1}{4}$ mile, how would that impact a development along that corridor and vice versa.

Director Thorne said transit frequency can have bus stops basing off $\frac{1}{2}$ mile. There are people willing to walk a longer distance to high frequency transit. He talked about bus rapid transit that may come every 10-minutes, and that people will walk up to $\frac{1}{2}$ mile to that bus stop, and they know when they get on, they're getting to their destination within 10-15 minutes. He said that it works and it's beneficial at $\frac{1}{4}$ mile.

Mrs. Woodiel-Brill added KAT has consistent service along major corridors, and then she listed them. She said those major corridors will not change, and they want to continue to increase frequency, and the MMH neighborhoods will be around those corridors. She stated they could specify the parking to be related specifically to major corridor routes that have a certain frequency. Mrs. Woodiel-Brill said that could be a way to address those concerns, because they won't go away.

Chair Smith turned it over to Attorney Lawhorn.

Attorney Lawhorn reminded the body that any action that is taken, that will include a resolution, will need to remember what their jurisdiction is, and that is transit. He went on to say that walkability concerns do feed into transit, providing they are on a route. He stated they need to be careful what they do, and keep what they do within their jurisdictional prerogative, which means they focus on transit. Attorney Lawhorn said that the MMH is more neighborhood, and they need to be careful, and not overstep their jurisdiction. He said when approaching City Council, they need to speak in terms that they request the alternative. He then suggested that some of the language be changed and if/when they decide to take this up, they would need to hear from Transit Staff, TPO and they may need to have a representative from the city to come in, that is involved with that process, so they can understand their approach to this.

Commissioner Brakewood asked if she can request to hear more about the Missing Middle Housing proposal, because she isn't familiar with it, and would love the opportunity to hear from someone with the city, and learn more, and then be able to brainstorm. She also stated that she'd like to read the proposal, and asked if that could be circulated along with city code requirements.

Chair Smith asked Commissioner Durham if he could submit this to a city staff and have them opine on some of the questions that he didn't get answers to before, or if he wants to invite them to their next meeting to talk and discuss it through.

Commissioner Durham agreed to having someone come to speak to them and explain the proposal in depth. He stated that dealing with density would be a part of their jurisdiction because it deals with transit and said that looking at the maps for the MMH proposal, it's within $\frac{1}{4}$ mile of the transit routes. He said this proposal would directly affect transit. Commissioner Durham mentioned that the 1st part of the resolution be either voted on before the meeting in December, or have the city confirm to them if they've made changes to it, and he will let the board decide on what they feel is best.

Commissioner Simmons stated that he didn't have any objection, but wanted to clarify, and asked if Commissioner Durham wants to see a 30% reduction removed, and whoever the contractor is, let them decide how much parking they need for that area.

Commissioner Durham said correct. He stated that mandating a minimum amount of parking that costs that developer has to spend developing the parking, gets passed down in the form of higher rents, and mortgages, and requires less of the land to be a building, which hurts for walkability and transit.

Chair Smith asked staff if they had anything to add to this.

Director Thorne stated that they're focused on the corridors and provide better and higher frequency service along them in hopes that developers will build in those areas and create higher density. Then stated people that really care about transit will live in those areas.

Commissioner Durham added there are still building codes that require the developer to provide the accessibility, and by removing the minimum parking mandates that doesn't negate them looking at accessibility issues.

Commissioner Simmons said that he understands and mentioned that he went to a MMH meeting at the O'Connor Center, and almost all of the boards that had something to do with that started out with zoning changes and feels that has nothing to do with them. He suggested letting the private sector decide how much parking that development needs.

Chair Smith reiterated what Attorney Lawhorn had mentioned; there is an interlocking relationship between development parking requirements and public transit opportunities. He stated there is more density, and there is every incentive possible for people to utilize their public transportation system. Chair Smith asked Commissioner Durham if he'd like to send the first part to Knoxville/Knox Co. Planning, or would he prefer he do it.

Commissioner Durham said that he'd personally preferred it to come from KAT staff, just so that they can look over the draft to make sure the verbiage is correct.

Attorney Lawhorn suggested that Commissioner Durham forward a Word version over to him and KAT staff, because looking over it, he saw some possible revisions that can be worked on, then said that either Chair Smith or Commissioner Durham can send it.

Commissioner Durham stated that after a review with staff, he doesn't mind sending it himself.

Chair Smith asked Commissioner Durham as an official inquiry.

Commissioner Durham said yes.

Chair Smith said that after Attorney Lawhorn and KAT staff review it, submit it to City Staff, and encouraged him to include Amy Brooks, the Director of Knoxville/Knox County Planning, and say that these are some of the concerns that Commissioner Durham and other commissioners share He thanked Commissioner Durham for bringing this forward, and then asked if any commissioners had any further questions or comments. There were none.

Attorney Lawhorn recommended that this be added to next month's agenda under Old Business.

Chair Smith agreed, and asked if they need to vote on it, and Attorney Lawhorn said no. Chair Smith asked for any further discussion.

V. Old Business

There was no old business.

VI. Public Comment

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

Ms. Valentine said there were none.

VII. Set Next Meeting and Adjourn

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

The next meeting was set for November 16th, 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
October 2023

	Current Year:					Prior Year:	
	Original Budget	Current Budget	Actual	Variance		Actual - Prior Year	Variance
Revenue							
Charges for Service							
Farebox & Pass Revenue	\$ -	\$ -	\$ -	\$ -		\$ 217,671	\$ (217,671)
Ticket Sales	3,427,720	3,427,720	1,152,212	(2,275,508)	33.61%	15,399,540	(14,247,328)
Miscellaneous Subsidies - KAT	-	-	-	-		32,500	(32,500)
Football Shuttle	-	-	-	-		55,393	(55,393)
Charter Fees	-	-	-	-		2,150	(2,150)
UT Trolley Subsidy	-	-	-	-		22,038	(22,038)
Miscellaneous Revenue	-	-	-	-		138,947	(138,947)
Total Operating Revenue	<u>3,427,720</u>	<u>3,427,720</u>	<u>1,152,212</u>	<u>(2,275,508)</u>	<u>33.61%</u>	<u>15,868,239</u>	<u>(14,716,027)</u>
Non-Operating Revenues							
Federal Grants	35,405,000	35,405,000	10,235,509	(25,169,491)	28.91%	-	10,235,509
State Contribution	14,297,200	14,297,200	4,083,352	(10,213,848)	28.56%	3,895,740	187,612
Transit Grant Revenues	-	-	-	-		1,731,077	(1,731,077)
General Fund Transfer	11,805,830	11,736,500	(13,502,637)	(25,239,137)	-115.05%	8,410,073	(21,912,710)
Total Non-Operating Revenues	<u>61,508,030</u>	<u>61,438,700</u>	<u>816,224</u>	<u>(60,622,476)</u>	<u>1.33%</u>	<u>14,036,890</u>	<u>(13,220,666)</u>
Total Revenue	<u>\$ 64,935,750</u>	<u>\$ 64,866,420</u>	<u>\$ 1,968,436</u>	<u>\$ (62,897,984)</u>	<u>3.03%</u>	<u>\$ 29,905,129</u>	<u>\$ (27,936,693)</u>
Expenditures							
Personal Services							
Wages, Taxes, & Retirement Contributions	\$ 525,730	\$ 525,730	\$ 139,848	\$ 385,882	26.60%	\$ 322,469	\$ (182,621)
Employee Group Insurance/Benefits	42,630	42,630	16,007	26,623	37.55%	3,345,355	(3,329,348)
Total Personal Services	<u>568,360</u>	<u>568,360</u>	<u>155,855</u>	<u>412,505</u>	<u>27.42%</u>	<u>3,667,824</u>	<u>(3,511,969)</u>
Administrative Expenses							
Supplies	203,580	205,340	523,618	(318,278)	255.00%	24,453	499,165
Services	507,130	533,650	814,327	(280,677)	152.60%	6,384,100	(5,569,773)
Total Administrative Expenses	<u>710,710</u>	<u>738,990</u>	<u>1,337,945</u>	<u>(598,955)</u>	<u>181.05%</u>	<u>6,408,553</u>	<u>(5,070,608)</u>
Fleet Expenses							
Fleet Supplies	-	-	-	-		-	-
Parts	-	-	457,686	(457,686)		-	457,686
Fuel/Oil/Fluids	-	-	16,950	(16,950)		3,000	13,950
Total Administrative Expenses	<u>-</u>	<u>-</u>	<u>474,636</u>	<u>(474,636)</u>		<u>3,000</u>	<u>471,636</u>
Total Expenditures	<u>\$ 1,279,070</u>	<u>\$ 1,307,350</u>	<u>\$ 1,968,436</u>	<u>\$ (661,086)</u>	<u>150.57%</u>	<u>\$ 10,079,377</u>	<u>\$ (8,110,941)</u>
Excess (Deficiency) of Revenues Over Expenses			<u>\$ -</u>			<u>\$ 19,825,752</u>	<u>\$ (19,825,752)</u>



KNOXVILLE AREA TRANSIT
ROUTE PERFORMANCE REPORT
 October, 2023

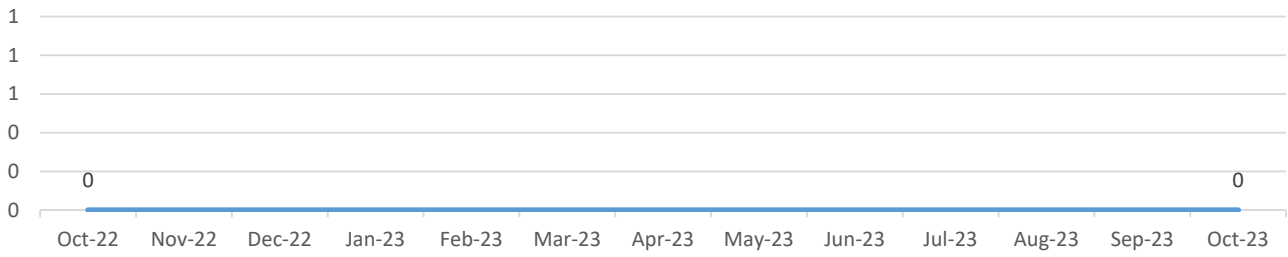
ROUTE NUMBER	ROUTE NAME	RIDERSHIP	Percentage of Ridership	MILES	Percentage of Miles	HOURS	Percentage of Hours	Passg/ Mile	Passg/ Hour
10	Sequoyah Hills	0	0.0%	0	0.0%	0	0.0%	0.00	0.00
11	Kingston Pike	26,430	14.1%	27,818	13.2%	2,330	14.7%	0.95	11.34
12	Western Ave	17,123	9.2%	17,838	8.5%	1,348	8.5%	0.96	12.70
13	Beaumont	1,141	0.6%	1,894	0.9%	138	0.9%	0.60	8.26
16	Cedar Bluff Connector	3,046	1.6%	4,802	2.3%	378	2.4%	0.63	8.06
17	Sutherland/Bearden	9,153	4.9%	9,497	4.5%	732	4.6%	0.96	12.50
19	Lakeshore/Lonas Connector	0	0.0%	0	0.0%	0	0.0%	0.00	0.00
20	Central Ave/Clinton Hwy	9,921	5.3%	12,919	6.1%	796	5.0%	0.77	12.47
21	Lincoln Park	2,991	1.6%	4,505	2.1%	354	2.2%	0.66	8.45
22	Broadway	26,181	14.0%	18,769	8.9%	1,403	8.8%	1.39	18.67
23	Millertown	4,767	2.5%	7,754	3.7%	652	4.1%	0.61	7.31
24	Inskip/Breda Rd	3,018	1.6%	6,381	3.0%	461	2.9%	0.47	6.54
30	Parkridge	3,040	1.6%	3,367	1.6%	265	1.7%	0.90	11.49
31	Magnolia Ave.	18,268	9.8%	13,414	6.4%	1,128	7.1%	1.36	16.19
32	Dandridge	7,781	4.2%	7,277	3.5%	466	2.9%	1.07	16.68
33	M.L.K.	3,830	2.0%	7,312	3.5%	573	3.6%	0.52	6.69
34	Burlington	5,847	3.1%	10,729	5.1%	734	4.6%	0.54	7.97
40	South Knoxville	3,402	1.8%	10,677	5.1%	759	4.8%	0.32	4.48
41	Chapman Hwy	19,144	10.2%	14,068	6.7%	861	5.4%	1.36	22.24
42	UT/Ft Sanders Hospitals	4,516	2.4%	3,517	1.7%	439	2.8%	1.28	10.29
44	University Park	5,534	3.0%	2,389	1.1%	275	1.7%	2.32	20.09
45	Vestal	4,634	2.5%	9,914	4.7%	692	4.4%	0.47	6.70
90	Crosstown	7,254	3.9%	15,524	7.4%	1,096	6.9%	0.47	6.62
	Other/ Unknown	0							
SUB TOTAL LINE SERVICE		187,021		210,365		15,878		0.89	11.78
82	Trolley (Orange Line)	6,234	29.3%	4,319	38.9%	688	41.5%	1.44	9.06
84	Trolley (Green Line)	5,324	25.1%	2,141	19.3%	363	21.9%	2.49	14.67
86	Trolley (Blue Line)	9,694	45.6%	4,635	41.8%	608	36.6%	2.09	15.95
SUB TOTAL TROLLEY SERVICES		21,252		11,095		1,659		1.92	12.81
TOTAL PASSENGERS WITH TROLLEYS		208,273		221,459		17,537		0.94	11.88
LIFT SERVICE		6,692		45,466		3,809		0.15	1.76
TOTAL SCHEDULED SERVICES		214,965		266,925		21,346		0.81	10.07
TOTAL CHARTER SERVICES		5,210		1,280		223		4.07	23.42
GRAND TOTAL ALL KAT SERVICES		220,175		268,205		21,569		0.82	10.21



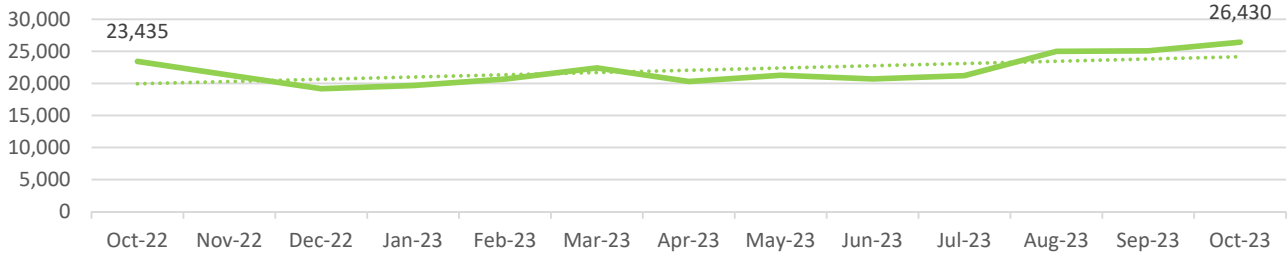
KNOXVILLE AREA TRANSIT
SYSTEM PERFORMANCE REPORT
 October, 2023

	<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	208,273	191,168	9%	803,168	787,005	2%
System Generated Revenue				\$363,283	\$356,019	2%
Revenue Veh. Miles	221,459	218,100	2%	830,028	878,804	-6%
Revenue Veh. Hours	17,537	17,206	2%	65,514	69,817	-6%
Passengers/Mile	0.94	0.88	7%	0.97	0.90	8%
Passengers/Hour	11.88	11.11	7%	12.26	11.27	9%
Preventable Accidents	2	17	-88%	23	49	-53%
Mechanical Road Calls	32	25	28%	149	96	55%
Accidents/100,000 Miles	0.90	7.79	-88%	2.77	5.58	-50%
Miles/Road Failure	6,921	8,724	-21%	5,571	9,154	-39%
DEMAND RESPONSE						
					0	
Total Passengers	6,692	6,387	5%	26,357	26,160	1%
System Generated Revenue				\$40,086	\$40,214	0%
Revenue Veh. Miles	45,466	42,925	6%	178,291	174,225	2%
Revenue Veh. Hours	3,809	3,160	21%	13,548	12,322	10%
Passengers/Mile	0.15	0.15	-1%	0.15	0.15	-2%
Passengers/Hour	1.76	2.02	-13%	1.95	2.12	-8%
Preventable Accidents	2	2	0%	12	4	200%
Mechanical Road Calls	0	2	-100%	9	7	29%
Accidents/100,000 Miles	4.40	4.66	-6%	6.73	2.30	193%
Miles/Road Failure	0	21,463	-100%	19,810	24,889	-20%
CHARTER SERVICE						
					0	
Charters	577	282	105%	990	655	51%
Sports Charters	4,633	13,921	-67%	17,155	22,296	-23%
Total Passengers	5,210	14,203	-63%	18,145	22,951	-21%
Revenue						0%
Football Shuttle Charters				\$76,125	\$55,393	37%
Trolley Charters				\$4,250	\$2,100	102%
Total Miles	1,280	0	100%	4,546	2,214	105%
Total Hours	222.5	0.0	100%	800	385	108%

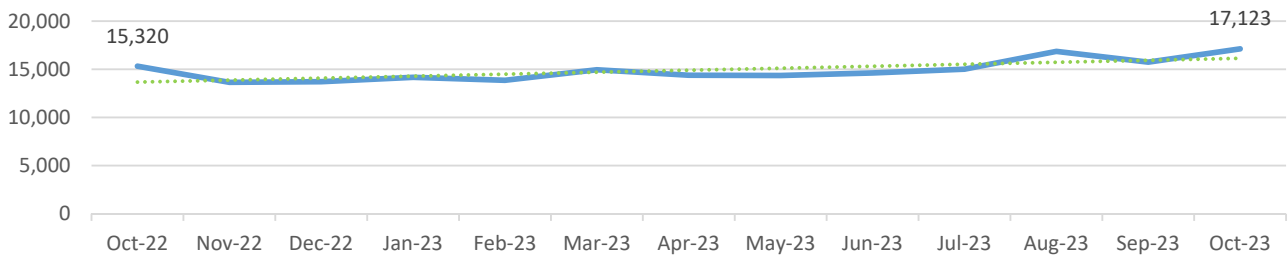
10 - Sequoyah Hills



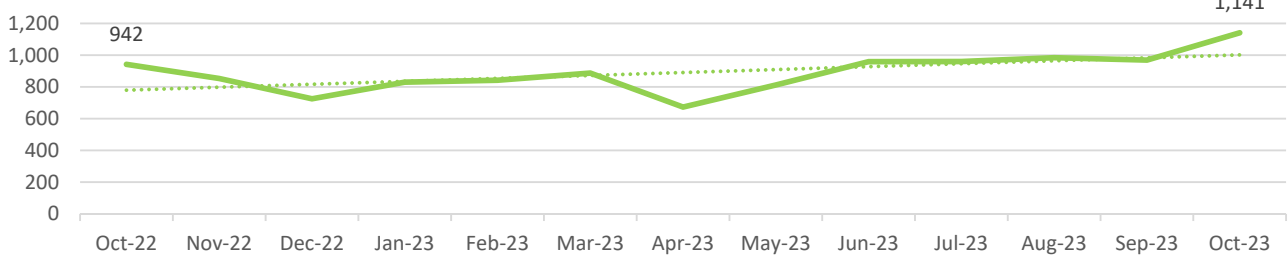
11 - Kingston Pike



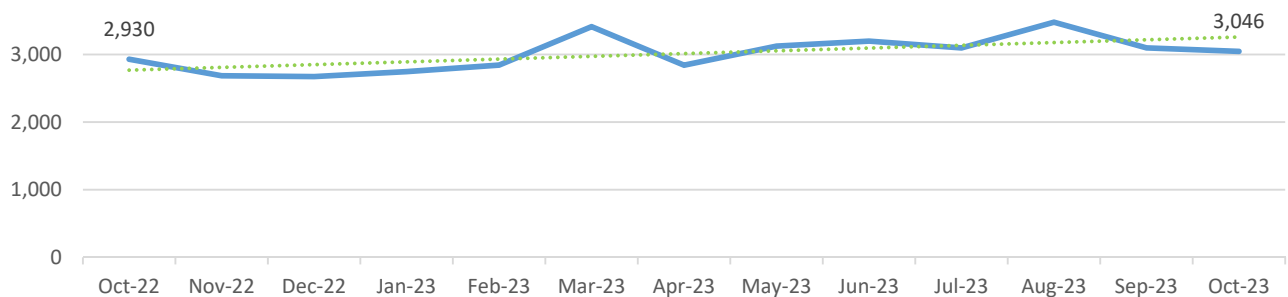
12 - Western Ave

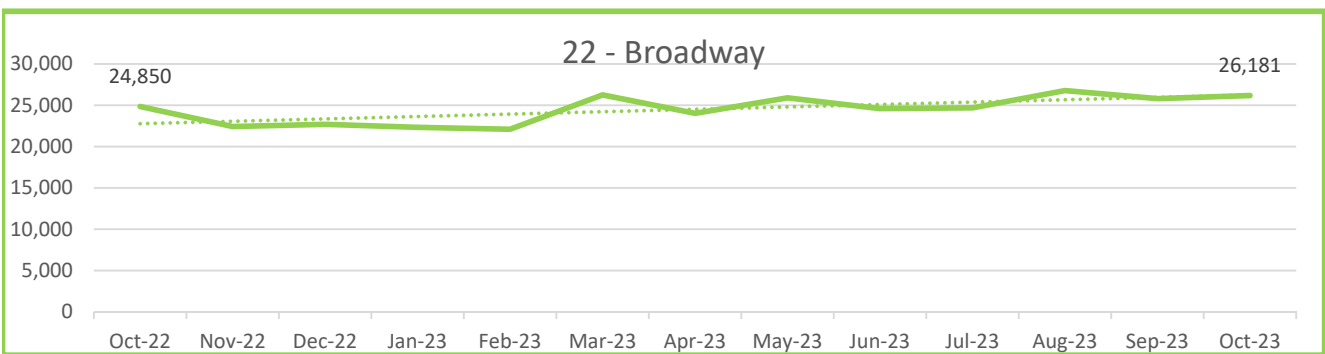
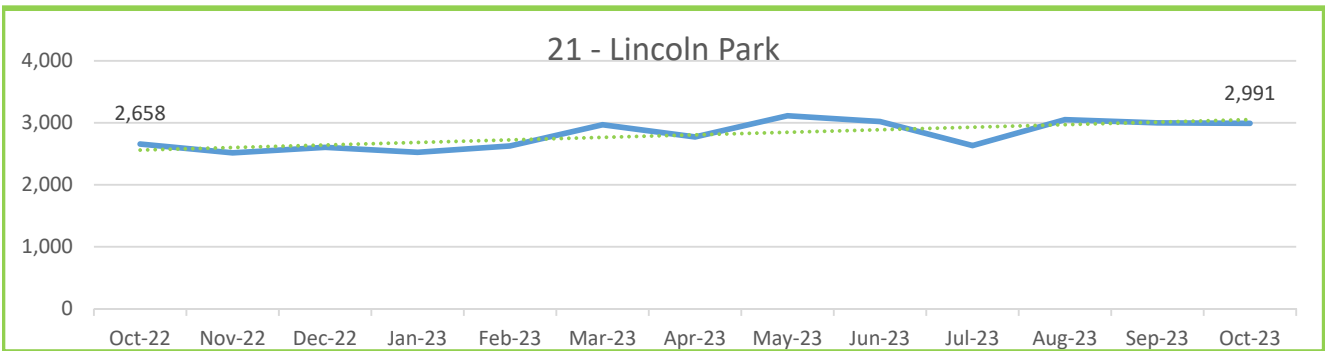
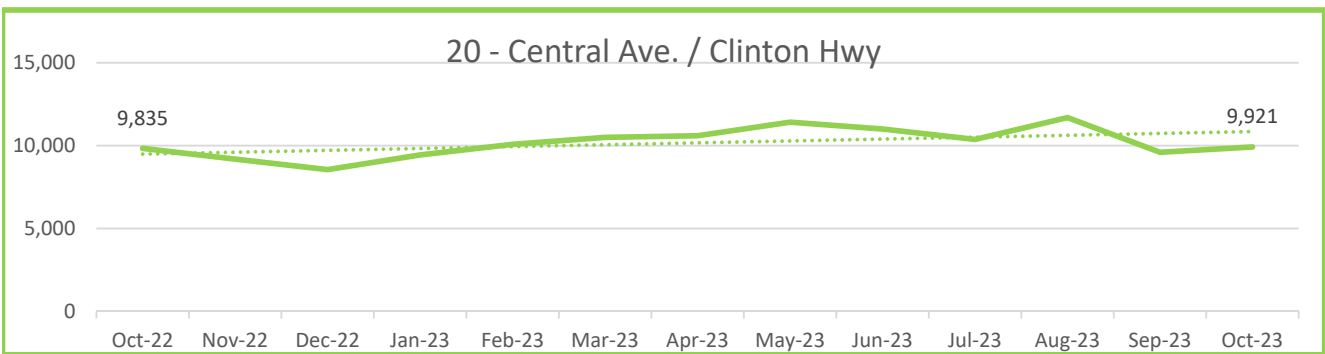
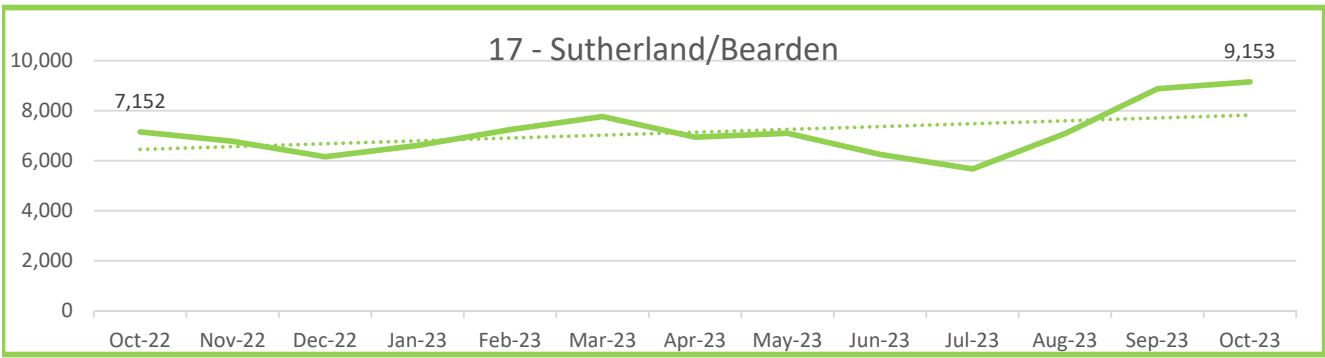


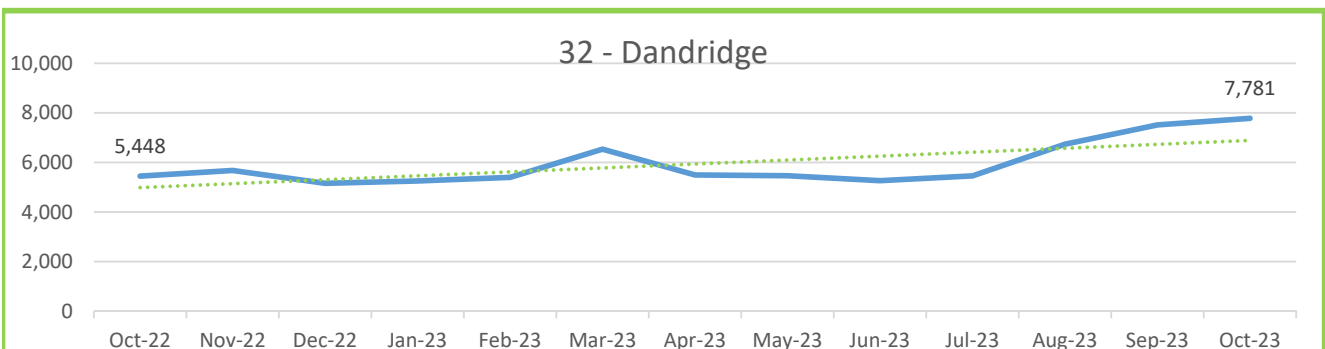
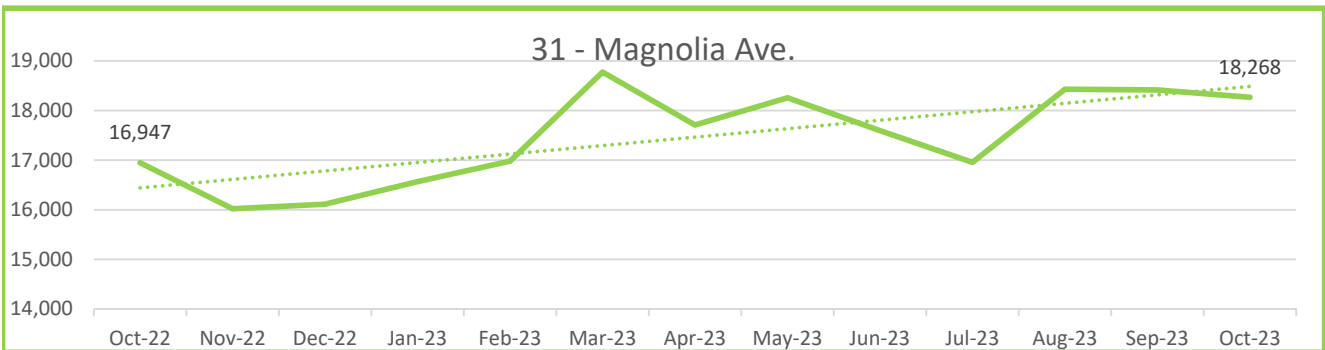
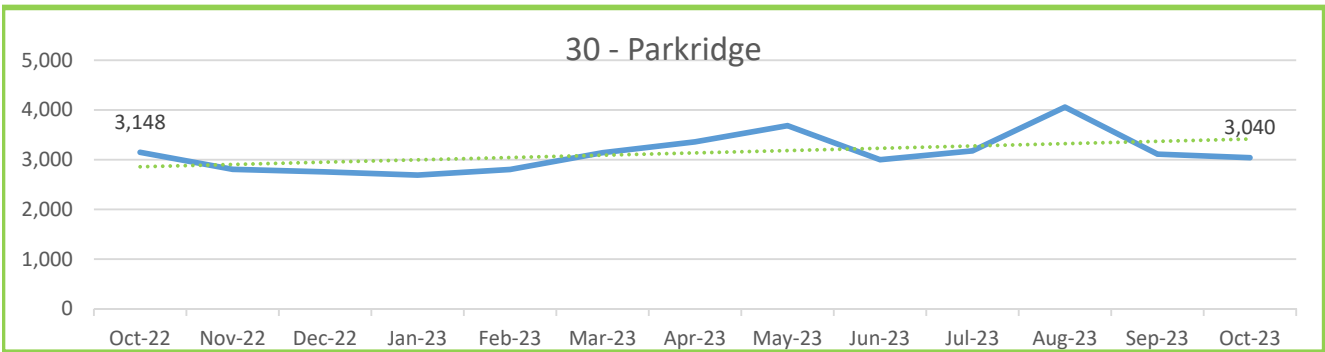
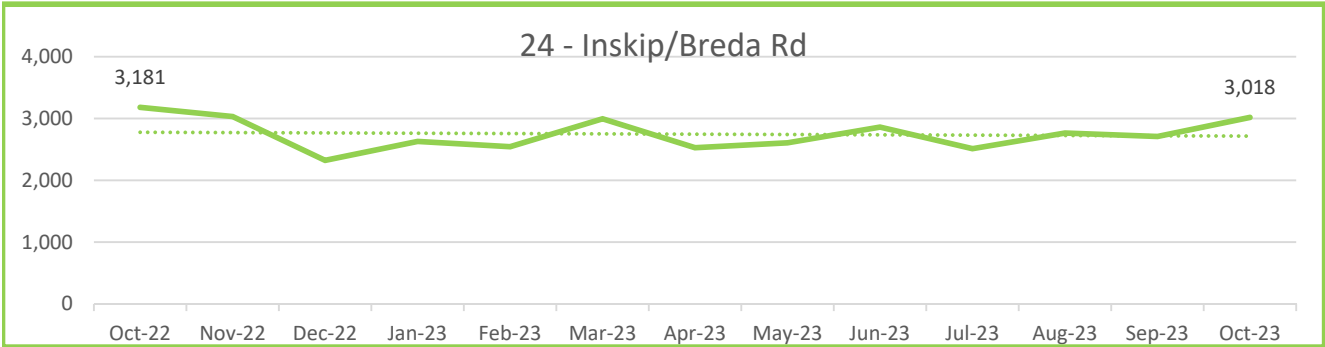
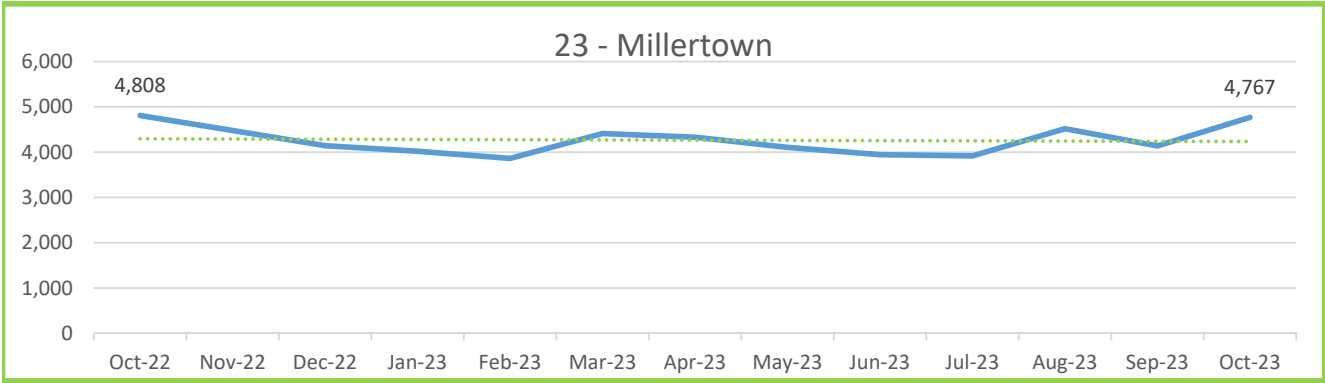
13 - Beaumont

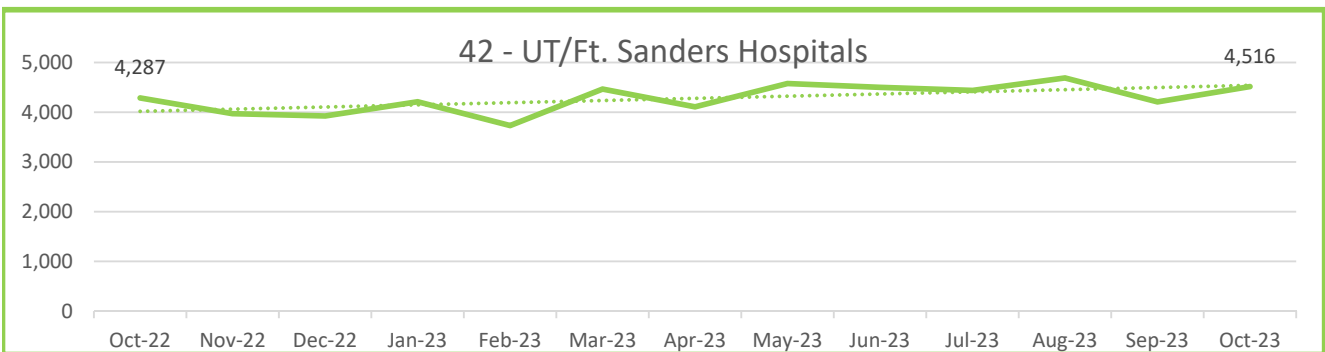
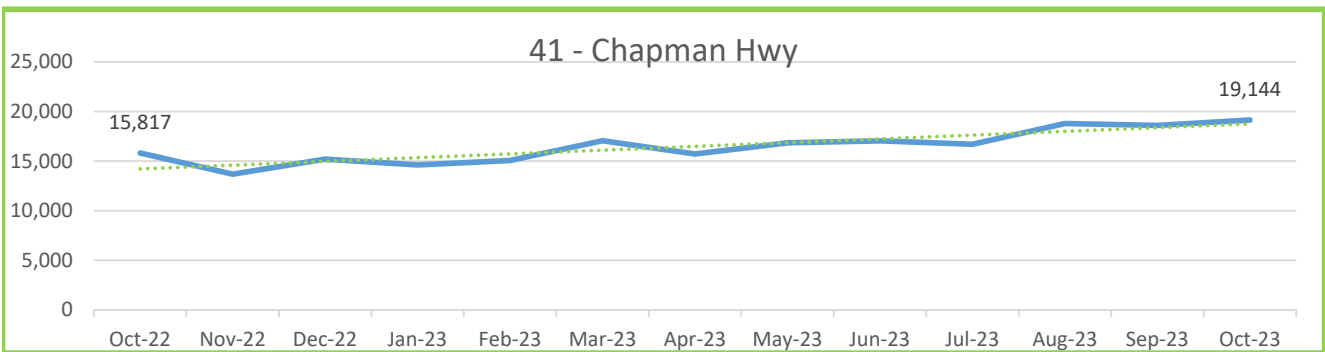
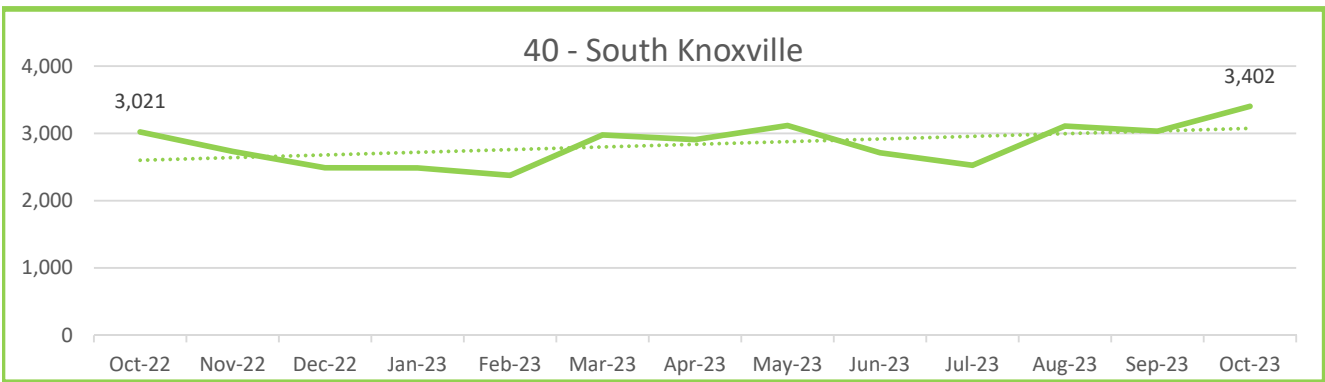
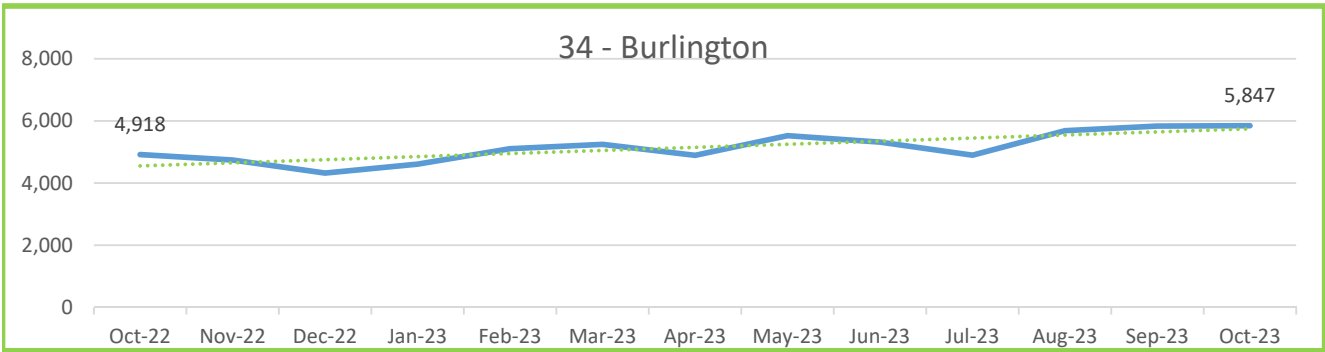
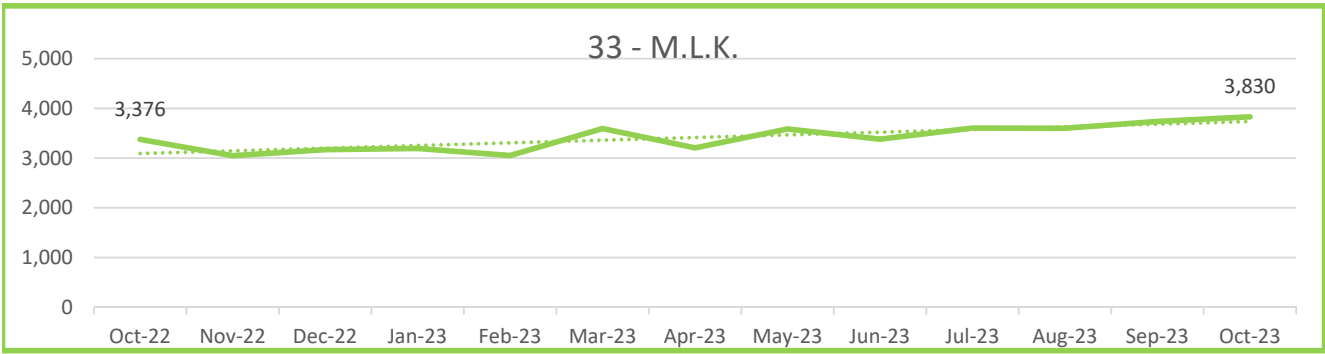


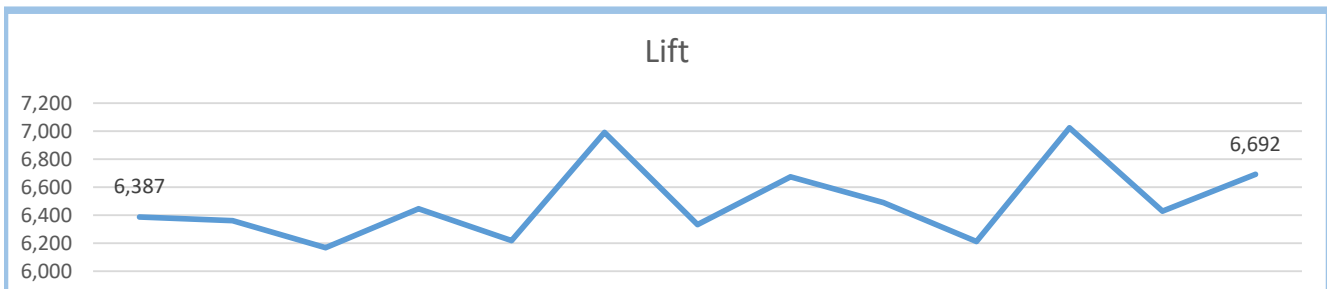
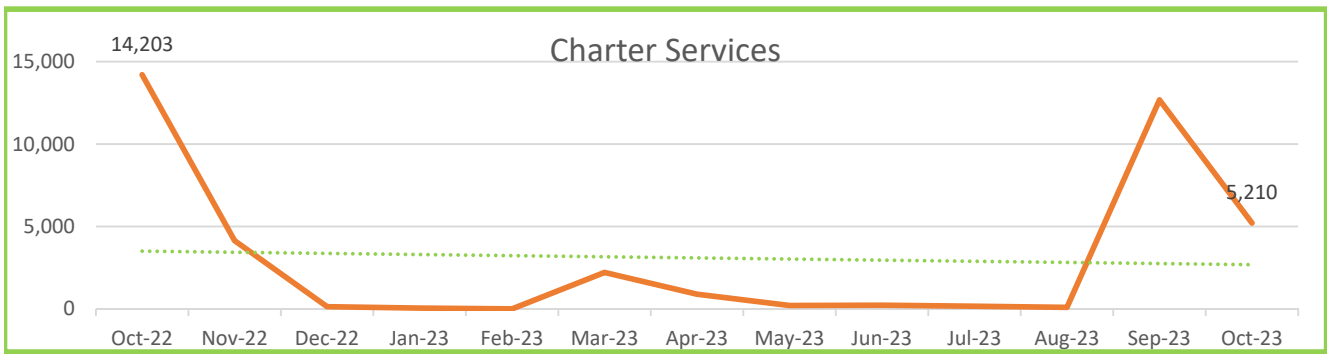
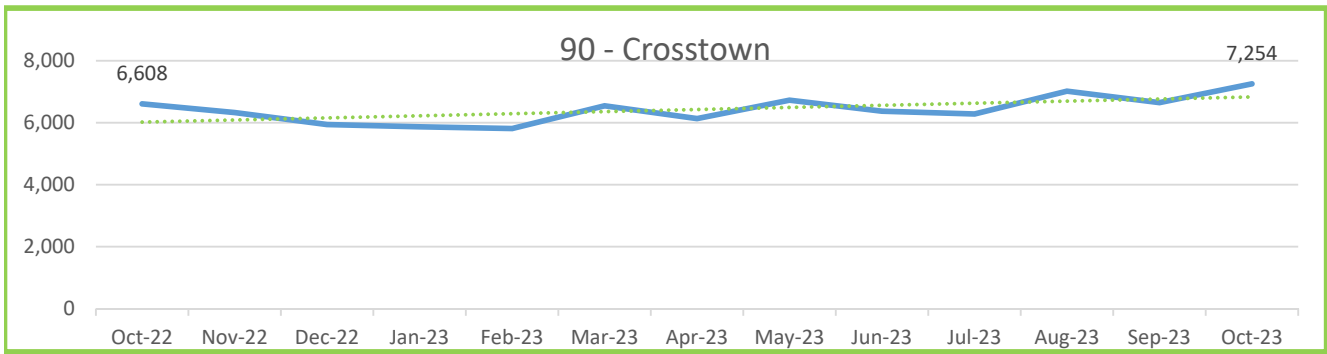
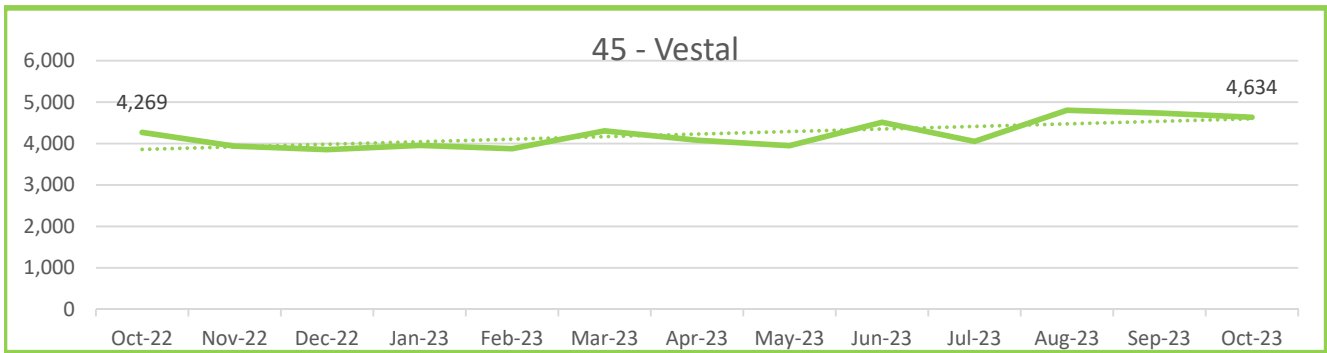
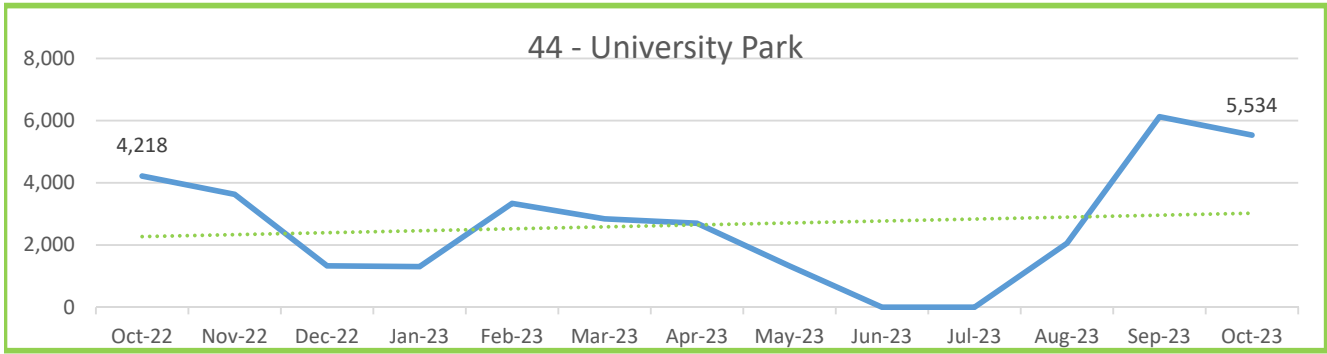
16 - Cedar Bluff Connector

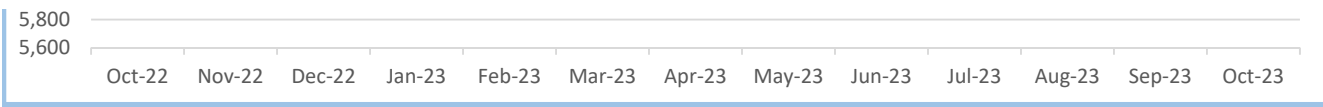




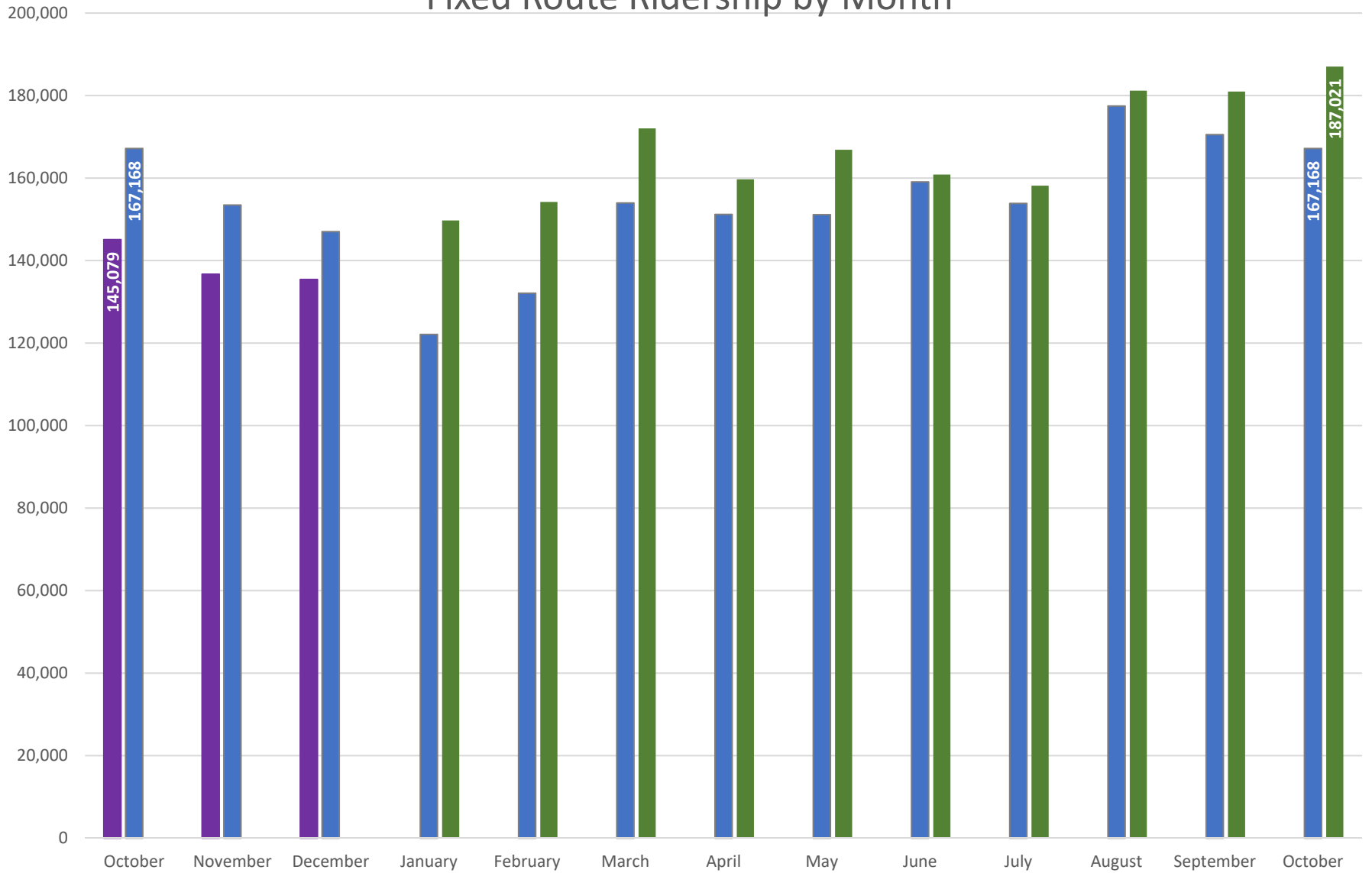






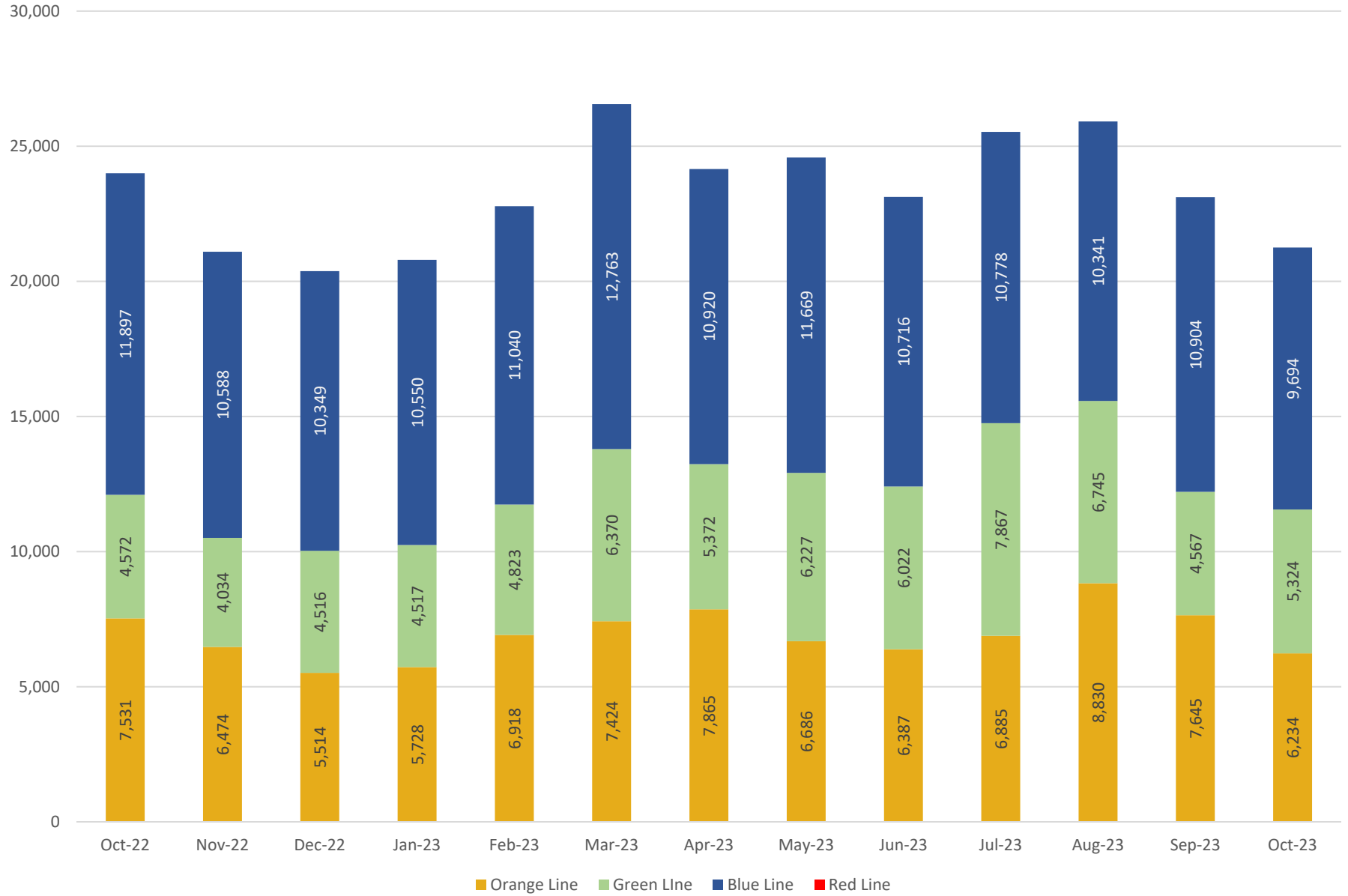


Fixed Route Ridership by Month



■ 2021 ■ 2022 ■ 2023

Trolley Ridership



October 2023 System Ridership by Route

