

Knoxville Transportation Authority

Meeting Date: Thursday, December 21, 2023



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INDYA KINCANNON
MAYOR
(865)215-2040



CITY OF KNOXVILLE
KNOXVILLE TRANSPORTATION AUTHORITY

AGENDA

Thursday, December 21, 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 – November 16, 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 January 25, 2023 and Adjourn

Minutes
For Thursday, November 16, 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 6 members present. They have a quorum.

Commissioners in attendance were as follows:

Commissioner Brakewood
Commissioner Durham
Commissioner Nabors
Commissioner Simmons
Commissioner Whitted

II. Approval of Minutes

Chair Smith thanked Ms. Valentine for sending out last month's minutes and asked if anyone had questions or comments about last month's meeting before they take a motion to approve. There were none. Commissioner Brakewood gave the 1st motion and Commissioner Simmons 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, but applauded the KAT staff for the implementation of the launch of Mobile Ticketing, and mentioned that he's already spoken with a few people that have used it, and received good reviews so far. He asked if any Commissioners had any comments.

B. Commissioners' Comments

Commissioner Durham stated that he wanted to the second what Chair Smith stated about Mobile Ticketing, and said it's wonderful and he's glad they have it, and has been posting about it on his social medias.

Chair Smith asked for any other Commissioner comments. There were none.

C. Staff

i. City of Knoxville Director of Transit

Mr. Thorne stated he had a few comments. He mentioned the launch of Mobile Ticketing, as of last Wednesday, Nov. 8th, and so far, it's been very successful. He wanted to thank Staff for all the heavy lifting that has been done to try to get this launched, because they had a lot of starts and stops along the way. He stated that they've heard a lot of positive comments from passengers and their operators.

Director Thorne went on to talk about their work force shortage and how they're addressing that. He referenced that they had a big class, and have hired an additional 15 operators. He said there are 43 operators that are in various stages of training, and mentioned that some of those operators will come out of training the 1st week of December, and every month they're planning on hiring a CDL prep class with 15 operators to address their work force shortage. Director Thorne talked about adding back service, and plans on bringing an agenda item to add that service back effective in March or April of next year, where a lot of their frequencies and duration of service into the night will increase, and then stated that is the plan as of now.

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.

Mr. Burton stated he didn't have anything to report for this month.

IV. New Business

There was no new business.

V. Old Business

Chair Smith mentioned they're expecting a guest for Old Business, then turned it over to Commissioner Durham to introduce the guest when he joins via Zoom.

Commissioner Durham gave a brief prelude about the visitor he met at a Conference in Charlotte back in June, named Tony Jordan. He is president of a non-profit called the (P)arking (R)eform (N)etwork, based out of Seattle, WA, that works with many cities nationwide on parking mandates. Commissioner Durham asked Mr. Jordan if he could attend via zoom, give the board a brief presentation on parking minimums, maximums, mandates, and explain how they could affect cities in general.

Chair Smith mentioned that Cheryl Ball is out in the audience. He gave her title as the City's Chief Policy Officer, and suggested she can speak after the presentation, or if the commissioners would like to ask her any questions on housing, parking, transit, etc. Chair Smith gave a short pause in order for Mr. Jordan to join via zoom.

(Mr. Tony Jordan joined the meeting)

Chair Smith thanked Mr. Jordan for joining and introduced himself, and turned it over to Commissioner Durham.

Commissioner Durham gave a brief introduction again for Mr. Jordan, and turned it over to him.

Tony Jordan introduced himself and gave a description of what he does and the non-profit he works for. He then gave an in-depth presentation of parking mandates, and gave many examples on pricing, living spaces vs. parking spaces.

Chair Smith thanked Mr. Jordan for his presentation, and said that it was very helpful. Then he opened the floor up for questions from the Commissioners and Staff.

Commissioner Simmons talked about how apartment complexes allow 1.5 parking spaces per unit, and then asked about visitability for residents, and how is that taken into consideration.

Tony Jordan said that some complexes account for guest parking, and it also depends on the type of housing being built and who's living there.

Chair Smith mentioned that they have a portion of the city that has parking minimums along the South waterfront. Culturally, there is a horizon where they'd

have to catch up to the policy or vice versa. He said there are trade-offs and evolving opinions on how to take this and the culture's not fully there yet.

Chair Smith asked Mr. Jordan a question about public infrastructures, and if there is a correlation between the amount of public infrastructure available, whether there is public transportation, or pedestrian sidewalks. Then added how should they think about grading or scoring for public infrastructure in our city, and how would he evaluate the scale of the ability to take this on based on the public infrastructure.

Tony Jordan answered that Knoxville is on their map, but he doesn't see the South Waterfront on there, but it shows that downtown has no parking mandates due to maybe not having a lot of housing, and it's pretty common. He said as far as the public infrastructure, and where cities get in trouble, is that the zoning maps are hard to change and the codes are not good at adapting to the region changing over time. He went on to say that if an area doesn't have good service, good sidewalks, or seems disconnected, it won't be able to grow into an accessible location if these mandates existed in that spot, and then gave examples. Mr. Jordan stated that these mandates don't serve well in any city, and removing them may lead to some localized problems, but not going to lead to any wide spread issues. He stated that people who build things are spending a lot of money on it and a lot of the time, they're not really into taking a risk of trying to build an apartment that no one can get to and would want to live in.

Chair Smith thanked Mr. Jordan and asked if any commissioners or Staff had any further questions or discussions.

Commissioner Durham asked Mr. Jordan to speak more on the slide that talked about 2 case studies that showed over half of the new housing units that were built wouldn't have existed if those cities had parking mandates, and then talk about how removing those mandates can help transit flourish.

Tony Jordan spoke about those case studies more in depth and gave examples of the number of parking spaces that are needed for apartments. He said as far as transit goes, in order to build a building with less parking, they would have to have a frequent service line within the $\frac{1}{4}$ mile of a transit route, and they'd need density to support those transit lines. Mr. Jordan mentioned the timeline for a development curve for housing is very long. During that time along that route, if housing isn't built along the way, transit would have to subsidize that line, because there aren't going to be enough riders on it. He stated that if they get rid of parking mandates ahead of time, it's a lot easier to add a bus line down a corridor where housing is built than it is to put in a bus line and pay for it in hopes that someone builds something there that will support transit in the future. Mr. Jordan suggested that if the Transit Authority said they are planning to put a line down a road, that itself could trigger the reductions, or trigger the eliminations of

parking mandates ahead of time. So, if it's on a route that's planned transit, then they could allow the building underway, and the city can monitor that.

Commissioner Durham asked Mr. Jordan that in his experiences with cities that have dealt with monitoring their parking mandates along transit corridors, is there any data to support that actually happened.

Tony Jordan answered that spillovers occur, then gave a few examples in his town of Portland, OR. He said there's good ways to manage spillovers because it's economic activity, and the opportunity there to find a revenue source to provide benefits for people in the neighborhood that are paid for by people that are coming from outside the neighborhood.

Chair Smith asked for any other questions. There were none. He thanked Mr. Jordan for providing new information, and appreciated Commissioner Durham for connecting him to them in hopefully connecting the dots between parking, public transit and development.

VI. Public Comment

Chair Smith said that he sees that no one signed up for Public Comment, and asked for any further comments or concerns.

Attorney Lawhorn reminded everyone that the next meeting will be on the 3rd Thursday instead of the 4th due to the holidays.

Commissioner Durham asked if they are allowed to ask people in the audience to speak, and if so, he would like to ask Cheryl Ball to come up and speak. He stated that he asked her to come to speak on what he brought forth in the resolution.

Cheryl Ball introduced herself as the Chief Policy Officer for the City of Knoxville. She went on to talk about what Missing Middle Housing is for those who weren't familiar with it and how they could diversify the housing stock for Knoxville. She stated they put forward a plan that's specific to parking and for those types of units of housing to build them. The current city code requires 2 parking spaces per unit. Ms. Ball said they didn't want to do that since they are limiting this to a particular geographic area, and wanting to move forward, they decided to limit that to break that down and talking about walkable communities that have great access to transit. She stated they overlaid the KAT Reimagined routes on top of the TDR map to see

where it fits, and if it works. It lined up very well. Cheryl Ball continued by saying they reduced the parking in their initial plan by 50%, and instead of 2 spaces per unit, it would be 1 space per unit, and was told that was too much of a cut back on parking. She stated they eliminated the ability to reduce it at an additional 30%, so they took that part out because they were already reducing it by 50%. She said they had some delays and made few modifications to it, and said they're going to put that back in for this upcoming plan, and it will be going to the Planning Commission as of December 14th.

Commissioner Brakewood stated she wanted to get a better understanding, and referenced from the website: the 3rd component of Parking Standard in the proposed Missing Middle Housing, section 11.4.B.3 does not apply to Middle Housing type and asked if it will be stricken.

Cheryl Ball said yes. It will be stricken, that's exactly what that means.

Commissioner Brakewood sighed in relief smiling, and stated that she had no further comment.

Cheryl Ball stated they don't have the updated version just yet because they wanted to make sure that everything was good to go before it goes to the Planning Commission. She said she's hopeful to get it the week of Thanksgiving or that following Monday.

Chair Smith asked Ms. Ball if she essentially doing what was in Commissioner Durham's resolution and maybe a little more.

Cheryl Ball answered yes.

Chair Smith stated he appreciated every dynamic with which they have to consider parking, housing, the trade-offs associated, and everything in between that is related with the Missing Middle Housing they've had and want back. He said he was grateful for people like Commissioner Durham that weighed in on this and their ability to take all that and push forward, thank you. He asked for any further comments from Commissioners or Staff. There were none.

VII. Set Next Meeting and Adjourn

Chair Smith said with no further Public Comments, meeting is adjourned, and we'll meet back the 3rd Thursday in December.

The next meeting was set for December 21st, 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
November 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	\$ 278,440	\$ (281,560)	49.72%	\$ 269,034	\$ 9,406
Ticket Sales	435,000	435,000	182,675	(252,325)	41.99%	165,488	17,187
Miscellaneous Subsidies - KAT	65,000	65,000	32,500	(32,500)	50.00%	32,500	-
Football Shuttle	115,000	115,000	124,398	9,398	108.17%	111,250	13,148
Charter Fees	20,500	20,500	6,110	(14,390)	29.80%	2,850	3,260
UT Trolley Subsidy	88,150	88,150	-	(88,150)	-	22,038	(22,038)
Miscellaneous Revenue	3,500	3,500	1,562	(1,938)	44.63%	834	728
Total Operating Revenue	<u>1,287,150</u>	<u>1,287,150</u>	<u>625,685</u>	<u>(661,465)</u>	<u>48.61%</u>	<u>603,994</u>	<u>21,691</u>
Non-Operating Revenues							
Federal Grants	-	-	-	-	-	3,516,110	(3,516,110)
State Contribution	3,609,300	3,609,300	(265)	(3,609,565)	-0.01%	-	(265)
Transit Grant Revenues	4,529,000	4,529,000	1,181,073	(3,347,927)	26.08%	2,266,250	(1,085,177)
General Fund Transfer	15,227,740	15,227,740	7,271,954	(7,955,786)	47.75%	2,170,770	5,101,184
Total Non-Operating Revenues	<u>23,366,040</u>	<u>23,366,040</u>	<u>8,452,762</u>	<u>(14,913,278)</u>	<u>36.18%</u>	<u>7,953,130</u>	<u>499,632</u>
Total Revenue	<u>\$ 24,653,190</u>	<u>\$ 24,653,190</u>	<u>\$ 9,078,447</u>	<u>\$ (15,574,743)</u>	<u>36.82%</u>	<u>\$ 8,557,124</u>	<u>\$ 521,323</u>
Expenditures							
Personal Services							
Wages, Taxes, & Retirement Contributions	\$ 15,775,240	\$ 15,775,240	\$ 5,577,120	\$ 10,198,120	35.35%	\$ 5,683,174	\$ (106,054)
Employee Group Insurance/Benefits	3,454,030	3,454,030	1,404,337	2,049,693	40.66%	1,456,174	(51,837)
Total Personal Services	<u>19,229,270</u>	<u>19,229,270</u>	<u>6,981,457</u>	<u>12,247,813</u>	<u>36.31%</u>	<u>7,139,348</u>	<u>(157,891)</u>
Administrative Expenses							
Supplies	452,800	535,890	117,068	418,822	21.85%	105,384	11,684
Services	2,721,630	2,638,540	1,169,886	1,468,654	44.34%	1,133,115	36,771
Total Administrative Expenses	<u>3,174,430</u>	<u>3,174,430</u>	<u>1,286,954</u>	<u>1,887,476</u>	<u>40.54%</u>	<u>1,238,499</u>	<u>48,455</u>
Fleet Expenses							
Fleet Supplies	10,000	10,000	10,299	(299)	102.99%	3,943	6,356
Parts	50,000	50,000	-	50,000	-	3,592	(3,592)
Fuel/Oil/Fluids	2,356,500	2,356,500	799,737	1,556,763	33.94%	1,128,091	(328,354)
Total Administrative Expenses	<u>2,416,500</u>	<u>2,416,500</u>	<u>810,036</u>	<u>1,606,464</u>	<u>33.52%</u>	<u>1,135,626</u>	<u>(325,590)</u>
Total Expenditures	<u>\$ 24,820,200</u>	<u>\$ 24,820,200</u>	<u>\$ 9,078,447</u>	<u>\$ 15,741,753</u>	<u>36.58%</u>	<u>\$ 9,513,473</u>	<u>\$ (435,026)</u>
Excess (Deficiency) of Revenues Over Expenses			<u>\$ -</u>			<u>\$ (956,349)</u>	<u>\$ 956,349</u>



KAT
KNOXVILLE AREA TRANSIT
ROUTE PERFORMANCE REPORT
November, 2023

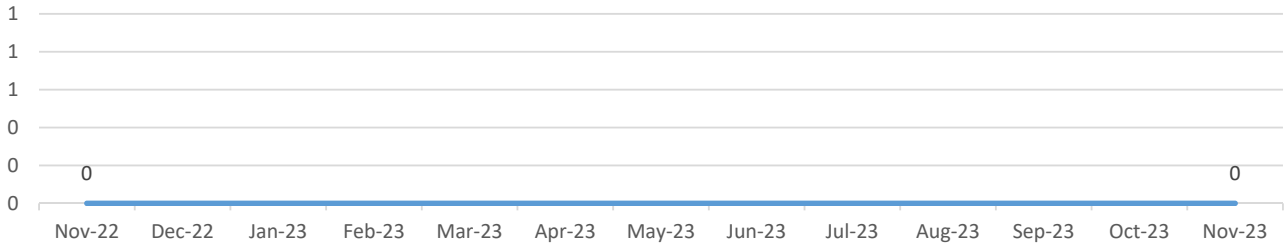
ROUTE NUMBER	ROUTE NAME	RIDERSHIP	Percentage of Ridership	MILES	Percentage of Miles	HOURS	Percentage of Hours	Passg/ Mile	Passg/ Hour
10	Sequoyah Hills	0	0.0%	0	0.0%	0	0.0%	0.00	0.00
11	Kingston Pike	22,730	13.8%	25,648	13.2%	2,149	14.7%	0.89	10.58
12	Western Ave	15,051	9.1%	16,538	8.5%	1,249	8.5%	0.91	12.05
13	Beaumont	912	0.6%	1,722	0.9%	126	0.9%	0.53	7.26
16	Cedar Bluff Connector	2,553	1.6%	4,426	2.3%	348	2.4%	0.58	7.33
17	Sutherland/Bearden	7,867	4.8%	8,748	4.5%	674	4.6%	0.90	11.67
19	Lakeshore/Lonas Connector	0	0.0%	0	0.0%	0	0.0%	0.00	0.00
20	Central Ave/Clinton Hwy	8,388	5.1%	11,926	6.1%	734	5.0%	0.70	11.44
21	Lincoln Park	2,725	1.7%	4,155	2.1%	326	2.2%	0.66	8.35
22	Broadway	23,352	14.2%	17,298	8.9%	1,289	8.8%	1.35	18.11
23	Millertown	3,927	2.4%	7,214	3.7%	607	4.1%	0.54	6.47
24	Inskip/Breda Rd	2,478	1.5%	5,883	3.0%	425	2.9%	0.42	5.83
30	Parkridge	2,509	1.5%	3,103	1.6%	244	1.7%	0.81	10.29
31	Magnolia Ave.	16,983	10.3%	12,375	6.4%	1,041	7.1%	1.37	16.31
32	Dandridge	7,099	4.3%	6,672	3.4%	428	2.9%	1.06	16.59
33	M.L.K.	3,463	2.1%	6,806	3.5%	534	3.6%	0.51	6.49
34	Burlington	5,039	3.1%	9,888	5.1%	676	4.6%	0.51	7.45
40	South Knoxville	3,161	1.9%	9,783	5.0%	695	4.7%	0.32	4.55
41	Chapman Hwy	17,444	10.6%	13,034	6.7%	797	5.4%	1.34	21.88
42	UT/Ft Sanders Hospitals	4,264	2.6%	3,268	1.7%	408	2.8%	1.30	10.45
44	University Park	4,372	2.7%	2,263	1.2%	261	1.8%	1.93	16.76
45	Vestal	4,307	2.6%	9,083	4.7%	634	4.3%	0.47	6.79
90	Crosstown	6,079	3.7%	14,323	7.4%	1,011	6.9%	0.42	6.01
	Other/ Unknown	0							
SUB TOTAL LINE SERVICE		164,703		194,156		14,656		0.85	11.24
82	Trolley (Orange Line)	5,258	28.9%	3,910	38.9%	623	41.5%	1.34	8.44
84	Trolley (Green Line)	3,923	21.6%	1,886	18.8%	320	21.3%	2.08	12.27
86	Trolley (Blue Line)	8,989	49.5%	4,260	42.4%	557	37.2%	2.11	16.12
SUB TOTAL TROLLEY SERVICES		18,170		10,056		1,500		1.81	12.11
TOTAL PASSENGERS WITH TROLLEYS		182,873		204,212		16,156		0.90	11.32
LIFT SERVICE		6,328		42,877		3,116		0.15	2.03
TOTAL SCHEDULED SERVICES		189,201		247,089		19,272		0.77	9.82
TOTAL CHARTER SERVICES		13,960		3,508		499		3.98	27.96
GRAND TOTAL ALL KAT SERVICES		203,161		250,597		19,771		0.81	10.28



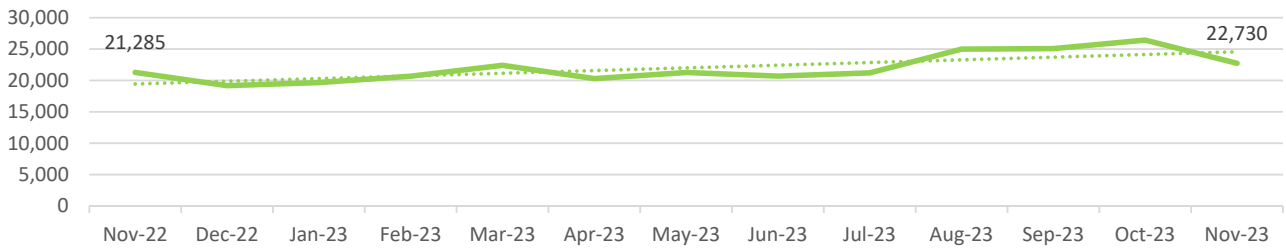
KNOXVILLE AREA TRANSIT
SYSTEM PERFORMANCE REPORT
 November, 2023

	<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	182,873	174,556	5%	986,041	961,561	3%
System Generated Revenue				\$445,288	\$439,645	1%
Revenue Veh. Miles	204,212	208,800	-2%	1,034,240	1,087,604	-5%
Revenue Veh. Hours	16,156	16,542	-2%	81,670	86,359	-5%
Passengers/Mile	0.90	0.84	7%	0.95	0.88	8%
Passengers/Hour	11.32	10.55	7%	12.07	11.13	8%
Preventable Accidents	8	0	800%	31	49	-37%
Mechanical Road Calls	40	0	4000%	189	96	97%
Accidents/100,000 Miles	3.92	0.00	392%	3.00	4.51	-33%
Miles/Road Failure	5,105	208,800	-98%	5,472	11,329	-52%
DEMAND RESPONSE						
					0	
Total Passengers	6,328	6,361	-1%	32,685	32,521	1%
System Generated Revenue				\$48,236	\$49,760	-3%
Revenue Veh. Miles	42,877	41,616	3%	221,168	215,841	2%
Revenue Veh. Hours	3,116	3,033	3%	16,664	15,355	9%
Passengers/Mile	0.15	0.15	-3%	0.15	0.15	-2%
Passengers/Hour	2.03	2.10	-3%	1.96	2.12	-7%
Preventable Accidents	2	0	200%	14	4	250%
Mechanical Road Calls	1	0	100%	10	7	43%
Accidents/100,000 Miles	4.66	0.00	466%	6.33	1.85	242%
Miles/Road Failure	42,877	41,616	3%	22,117	30,834	-28%
CHARTER SERVICE						
					0	
Charters	56	104	-46%	1,046	759	38%
Sports Charters	13,904	4,033	245%	31,059	26,329	18%
Total Passengers	13,960	4,137	237%	32,105	27,088	19%
Revenue						0%
Football Shuttle Charters				\$124,398	\$111,250	12%
Trolley Charters				\$6,300	\$2,650	138%
Total Miles	3,508	1,154	204%	8,054	3,368	139%
Total Hours	499.3	194.0	157%	1,299	579	125%

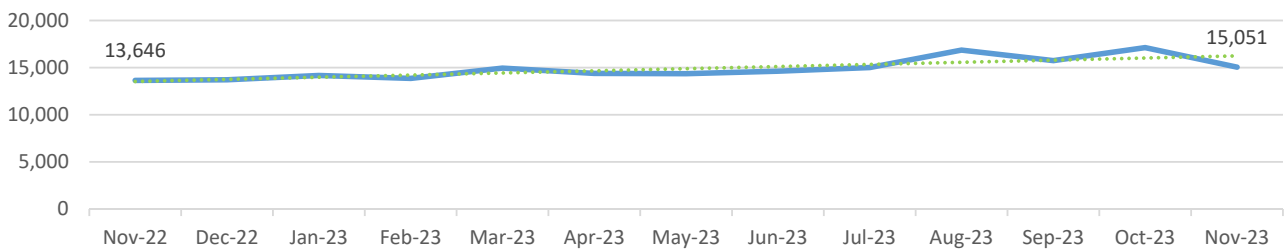
10 - Sequoyah Hills



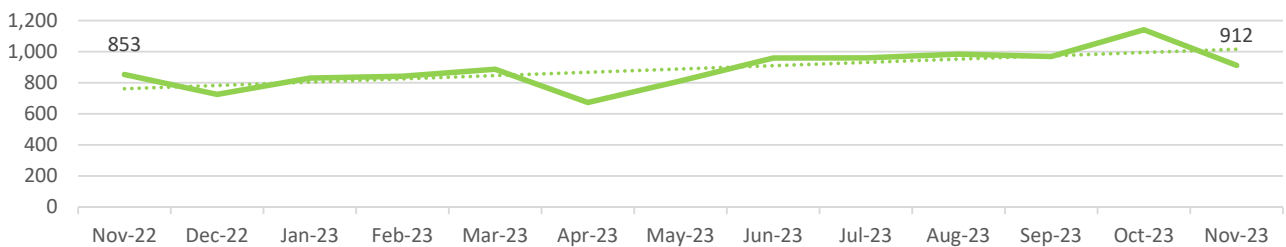
11 - Kingston Pike



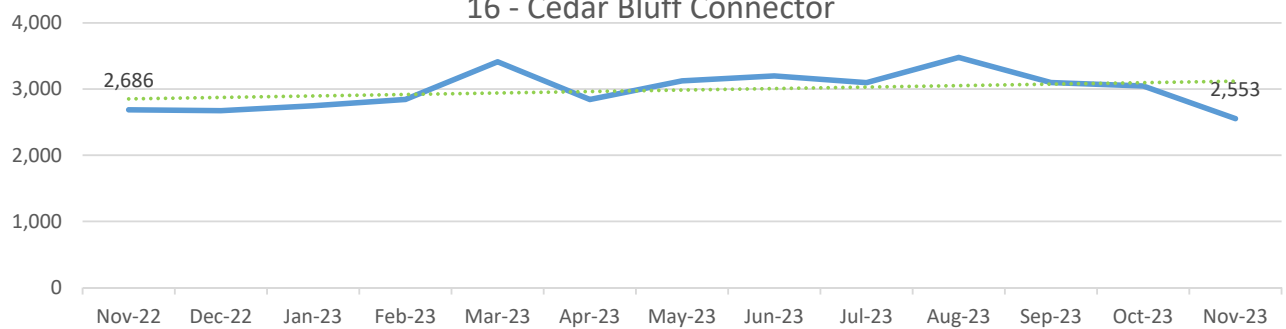
12 - Western Ave

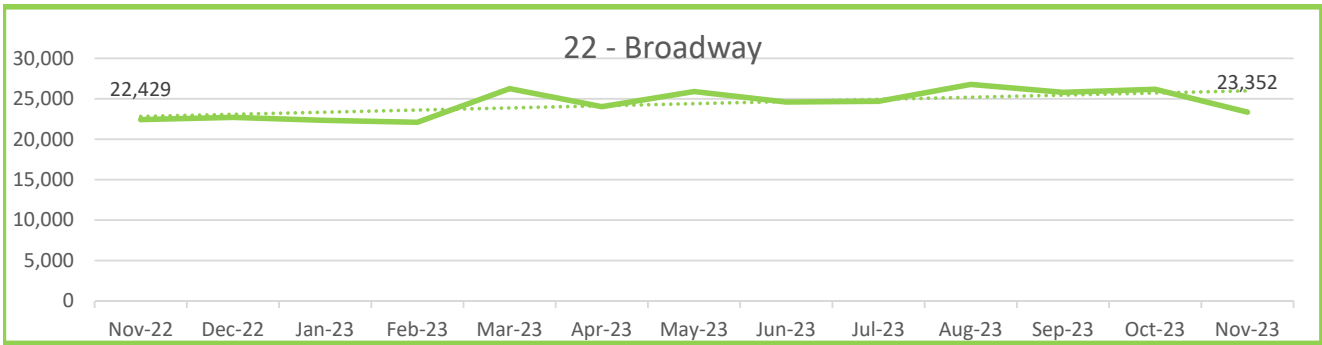
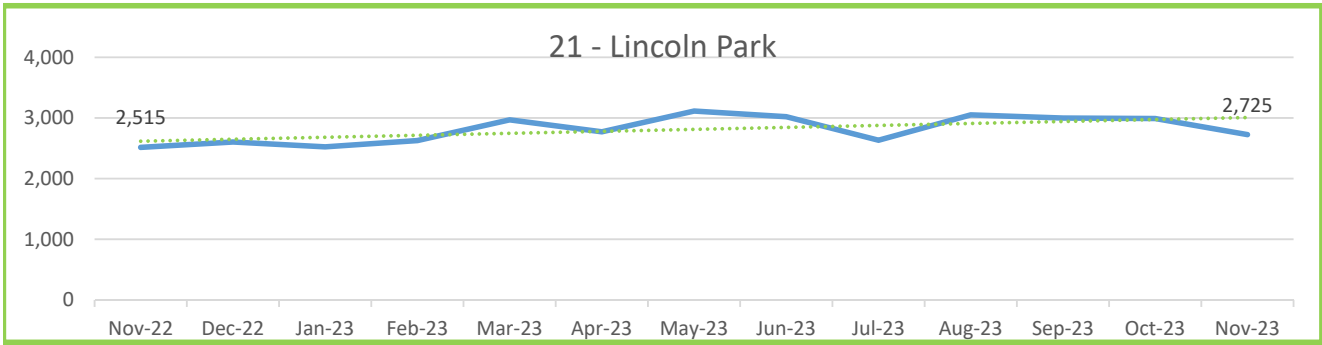
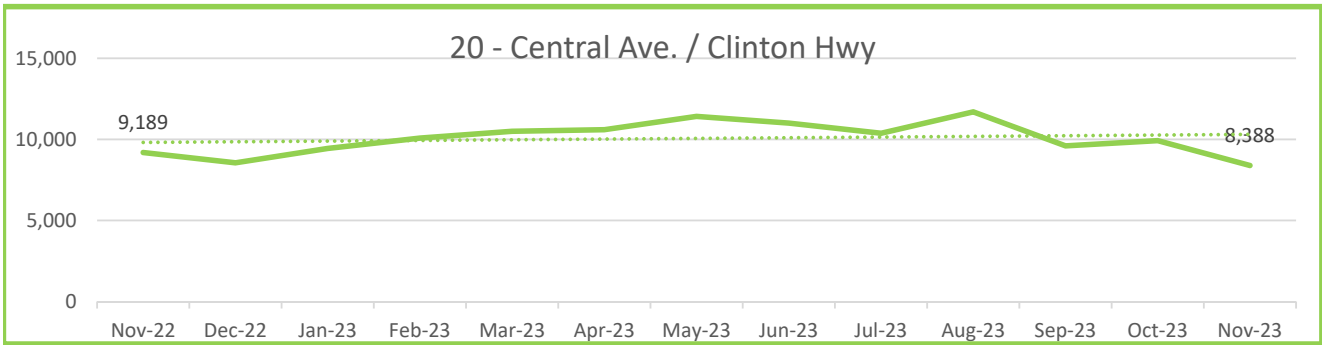
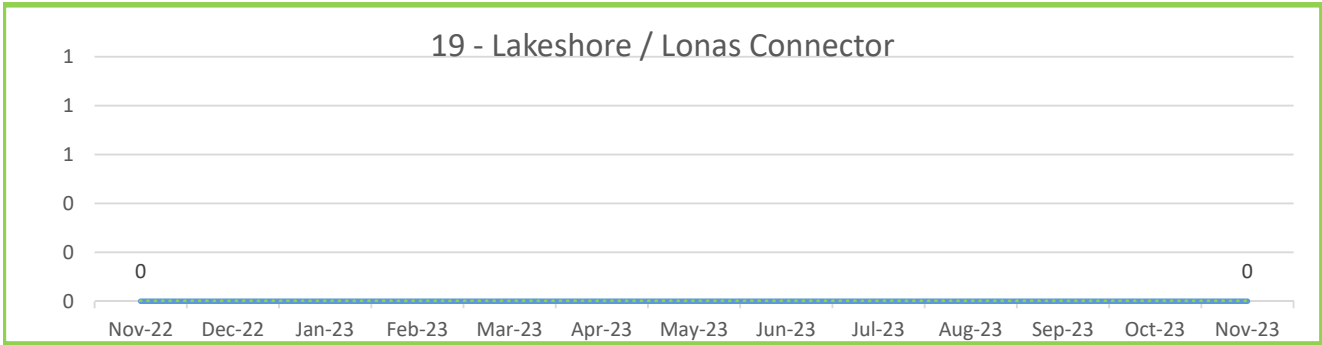
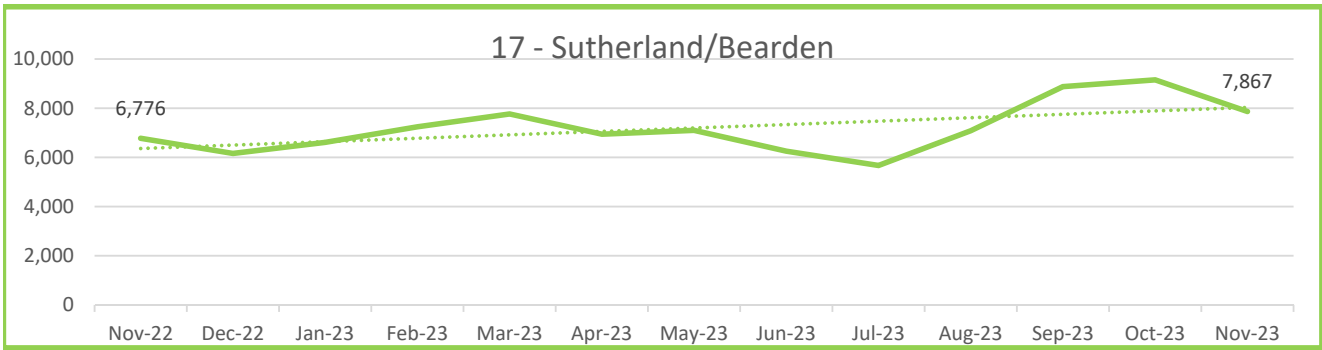


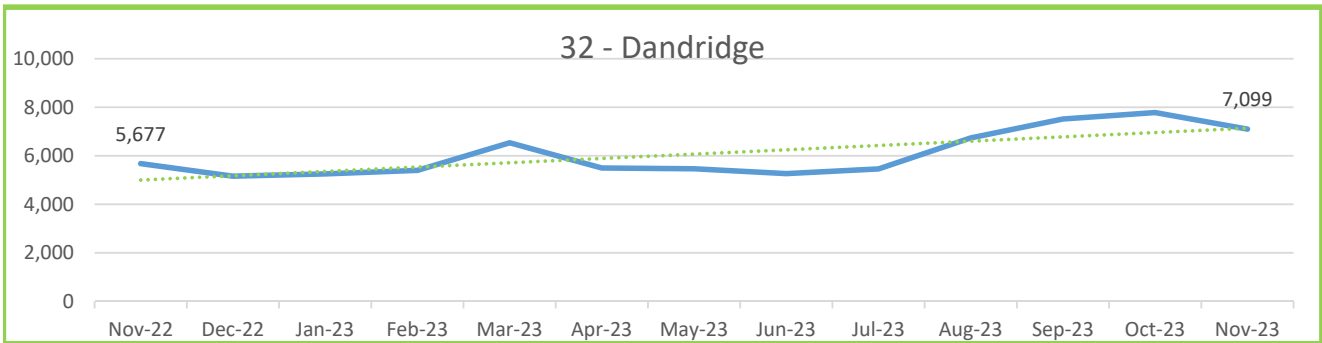
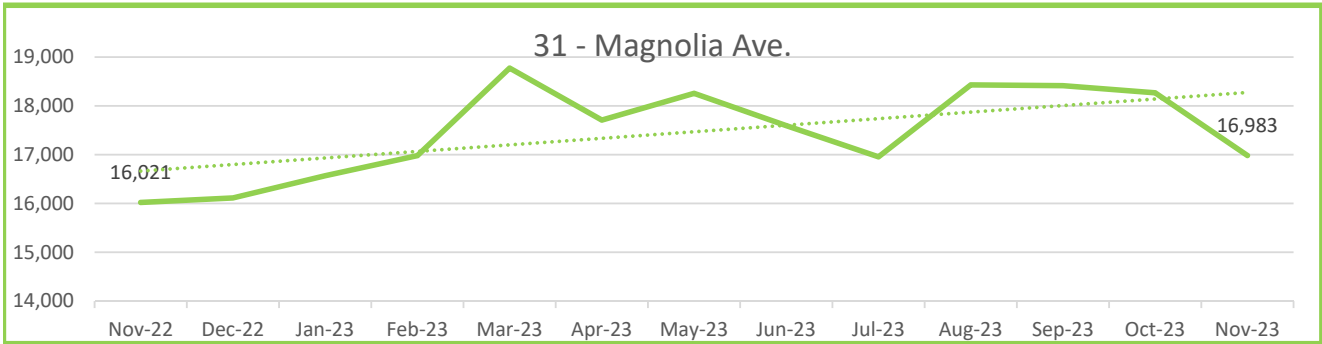
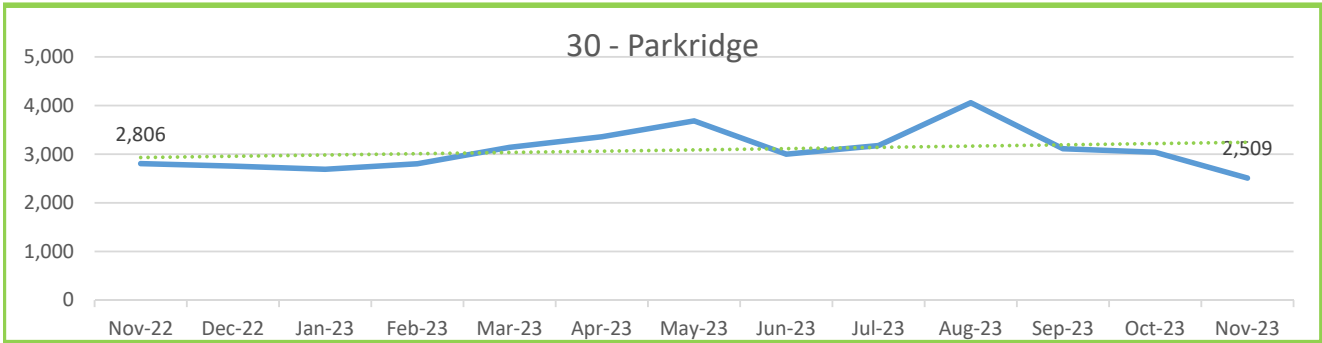
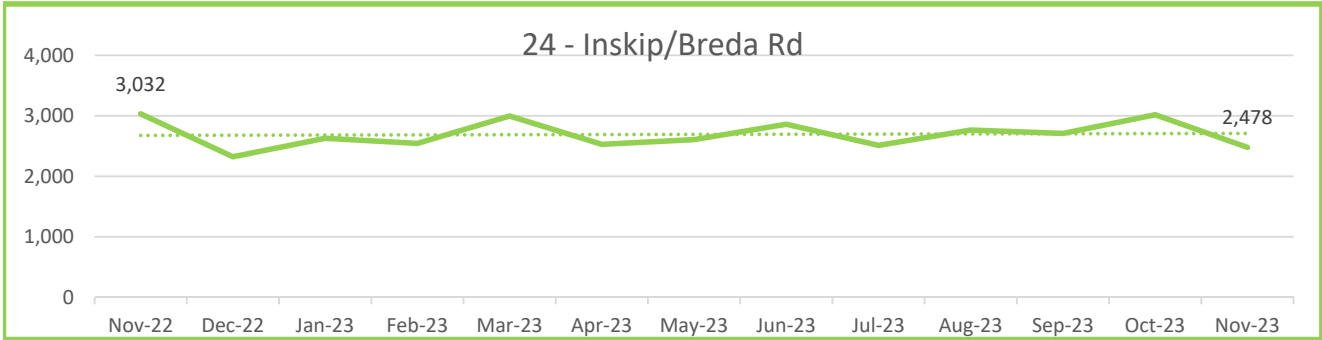
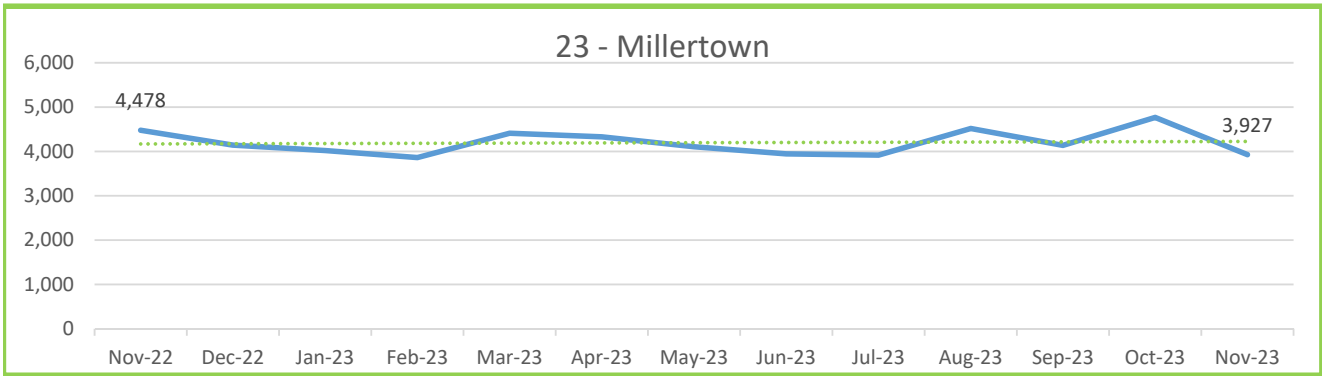
13 - Beaumont

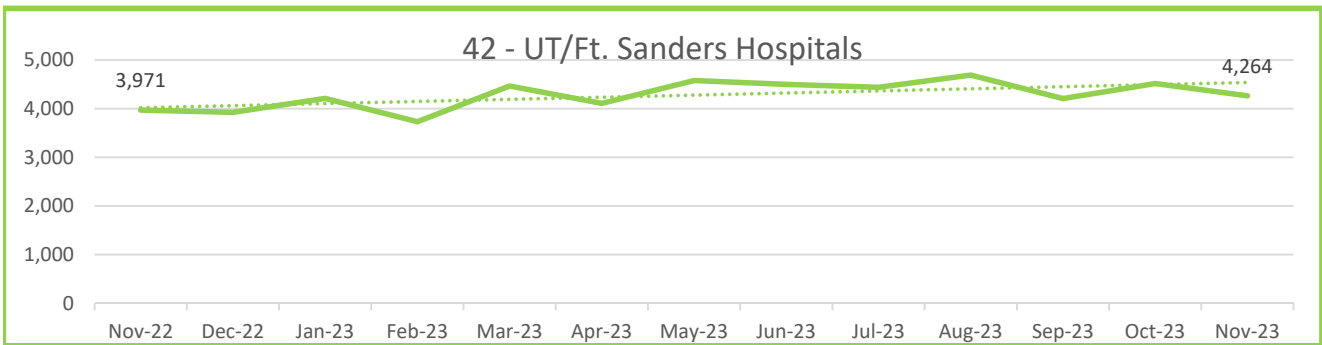
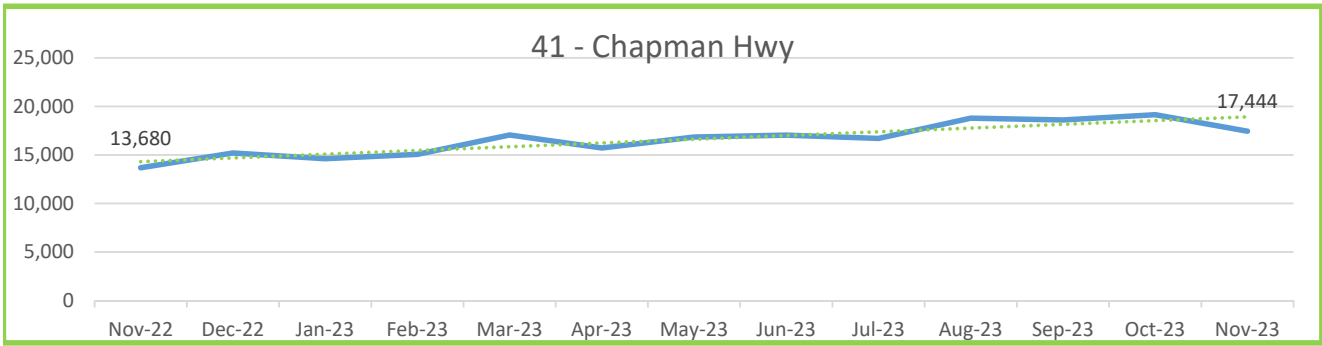
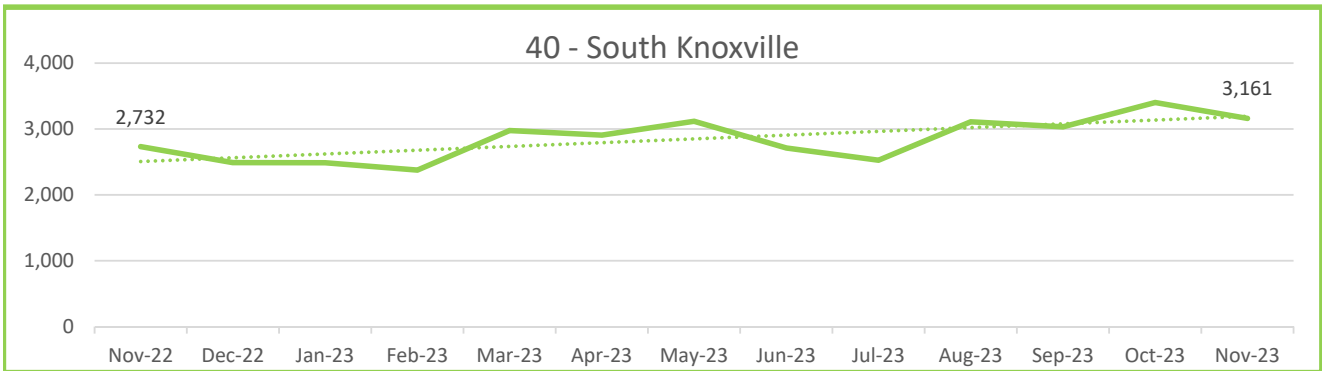
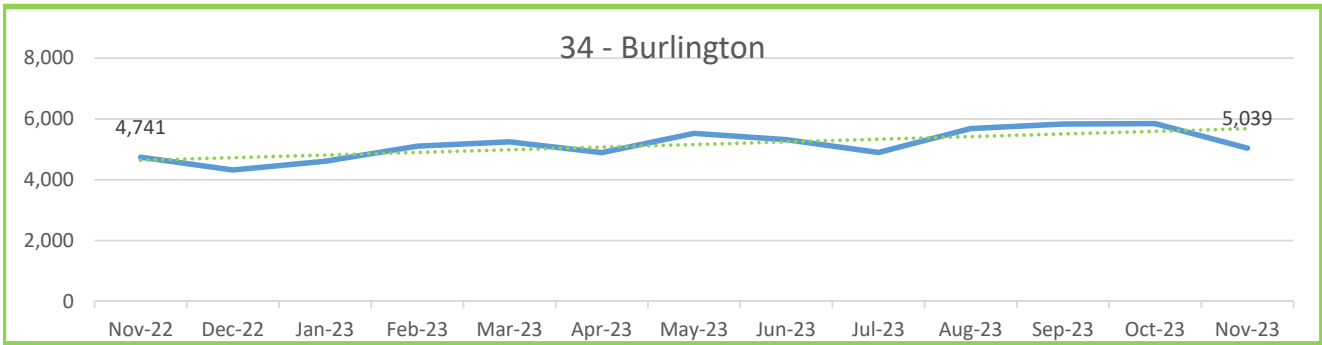
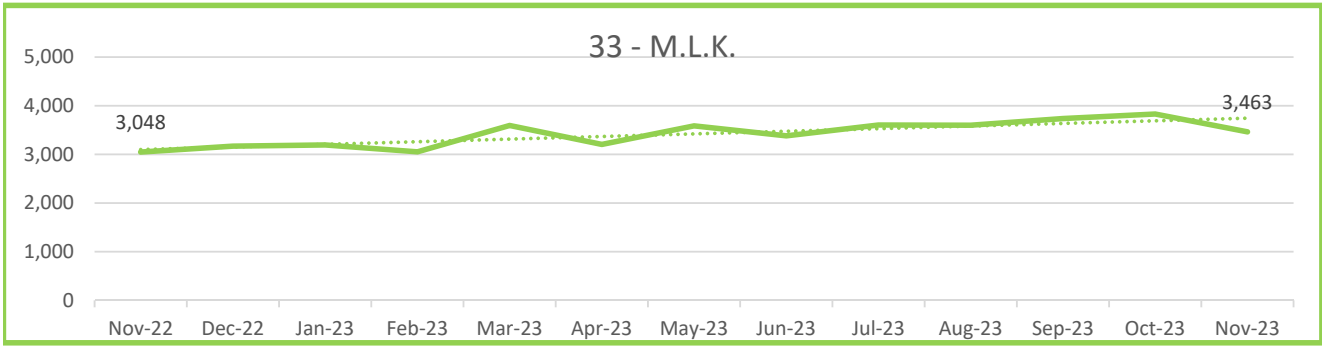


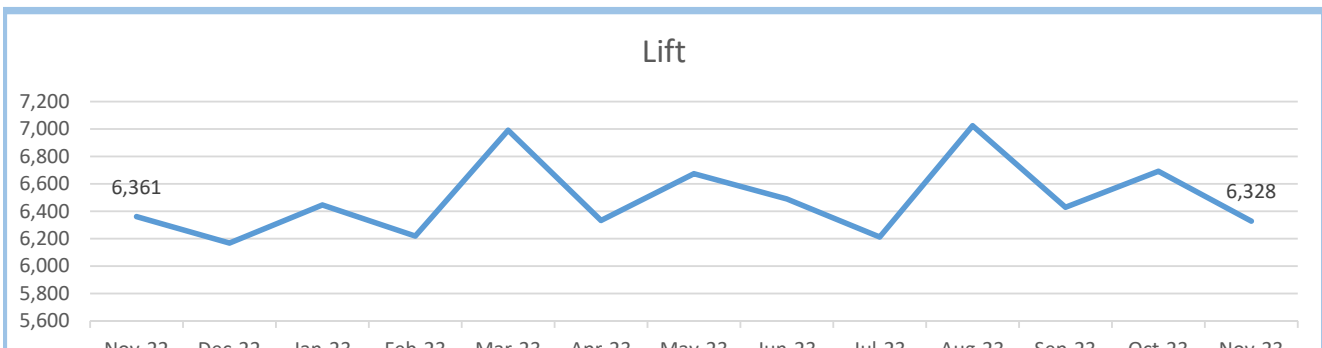
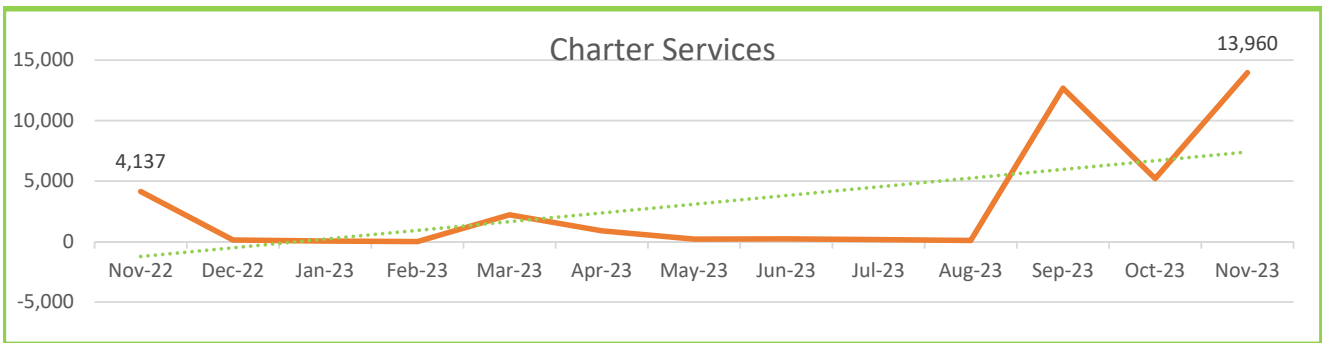
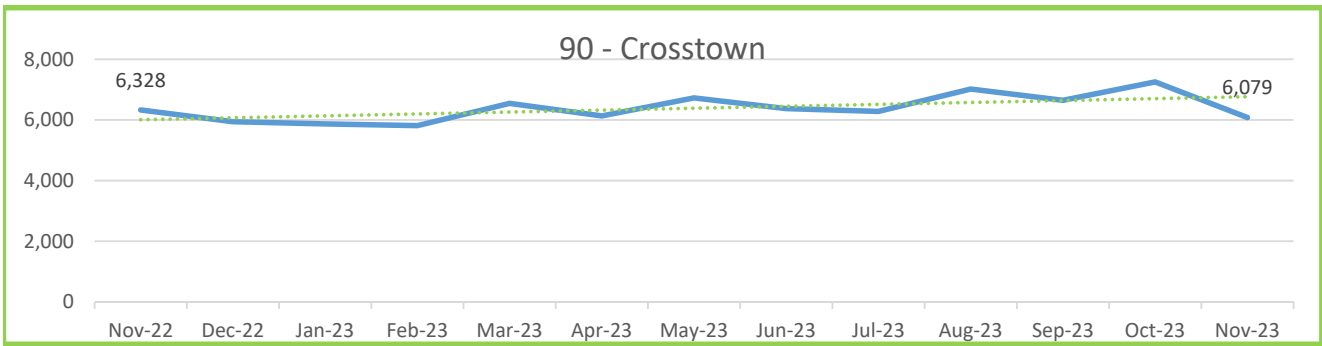
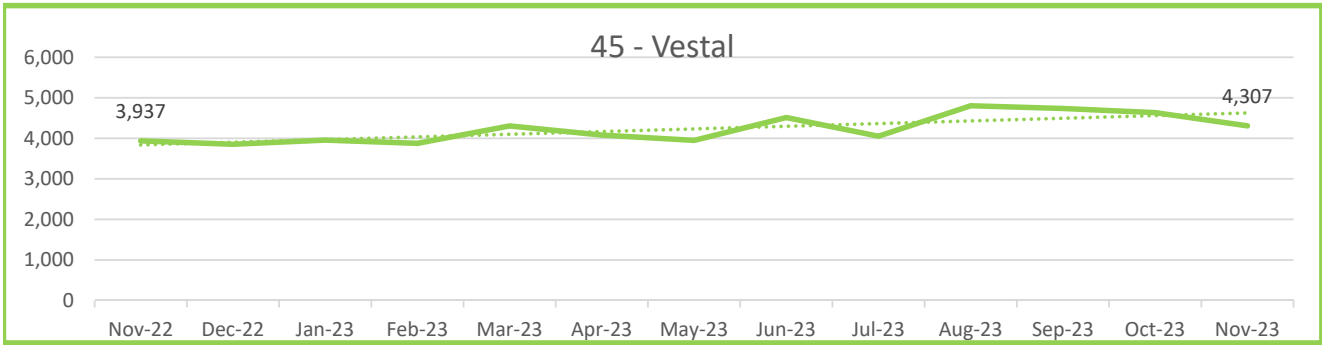
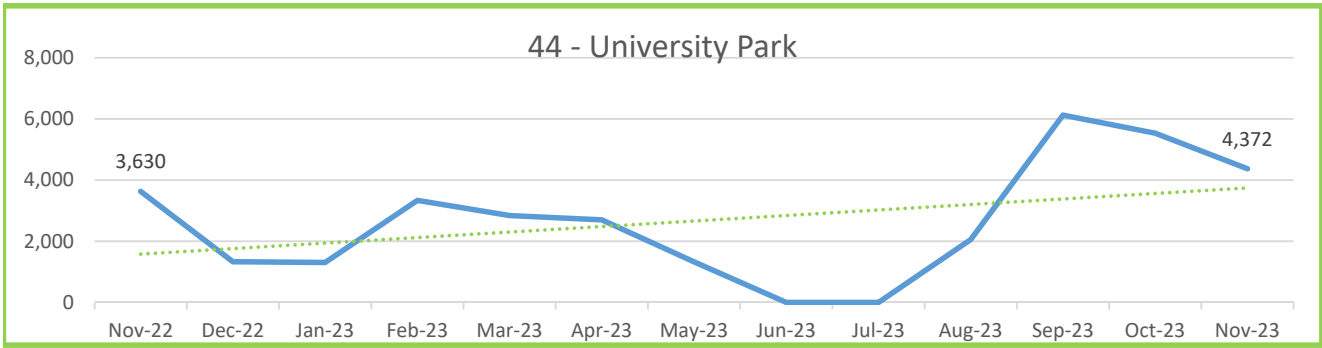
16 - Cedar Bluff Connector





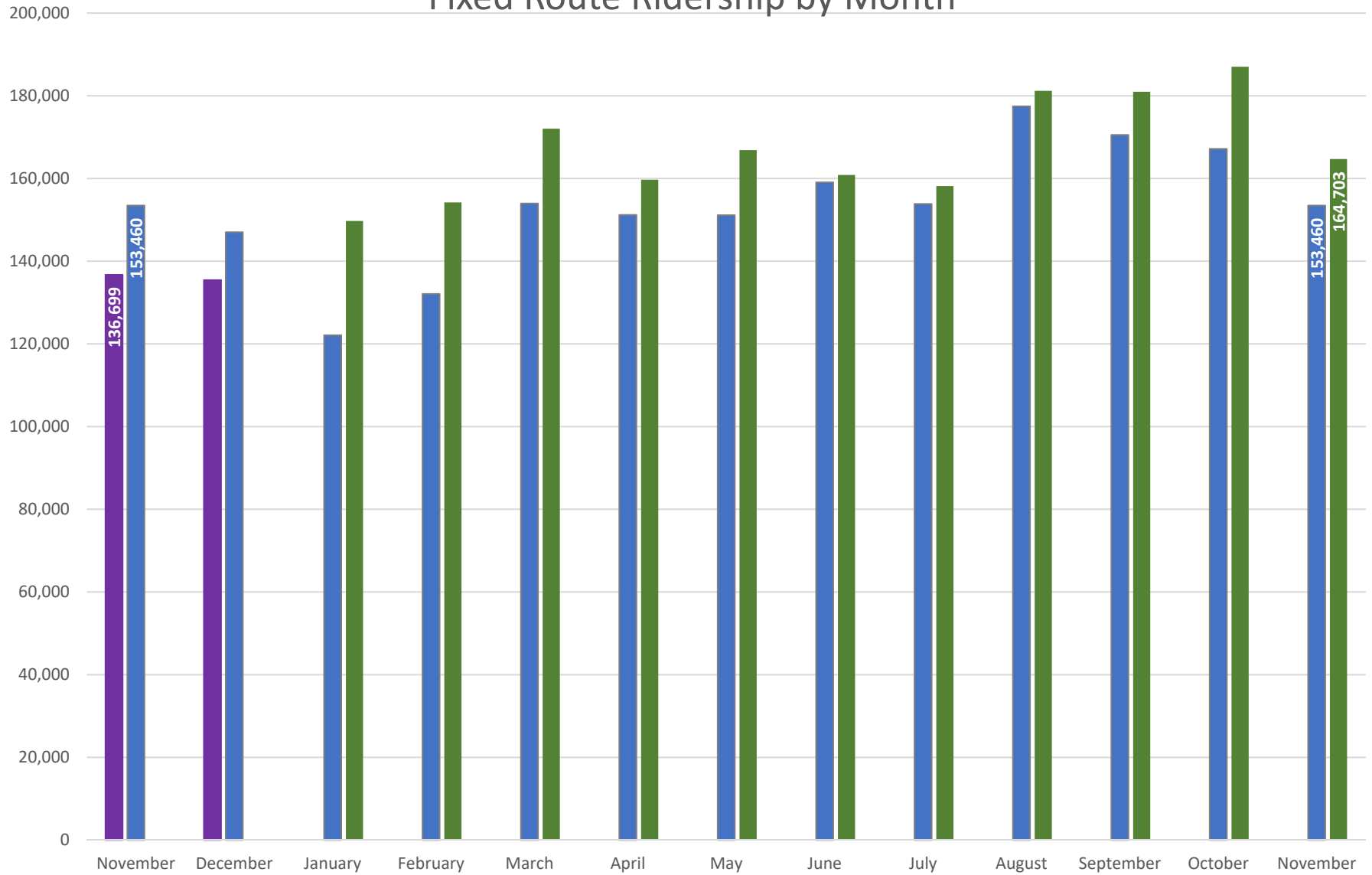






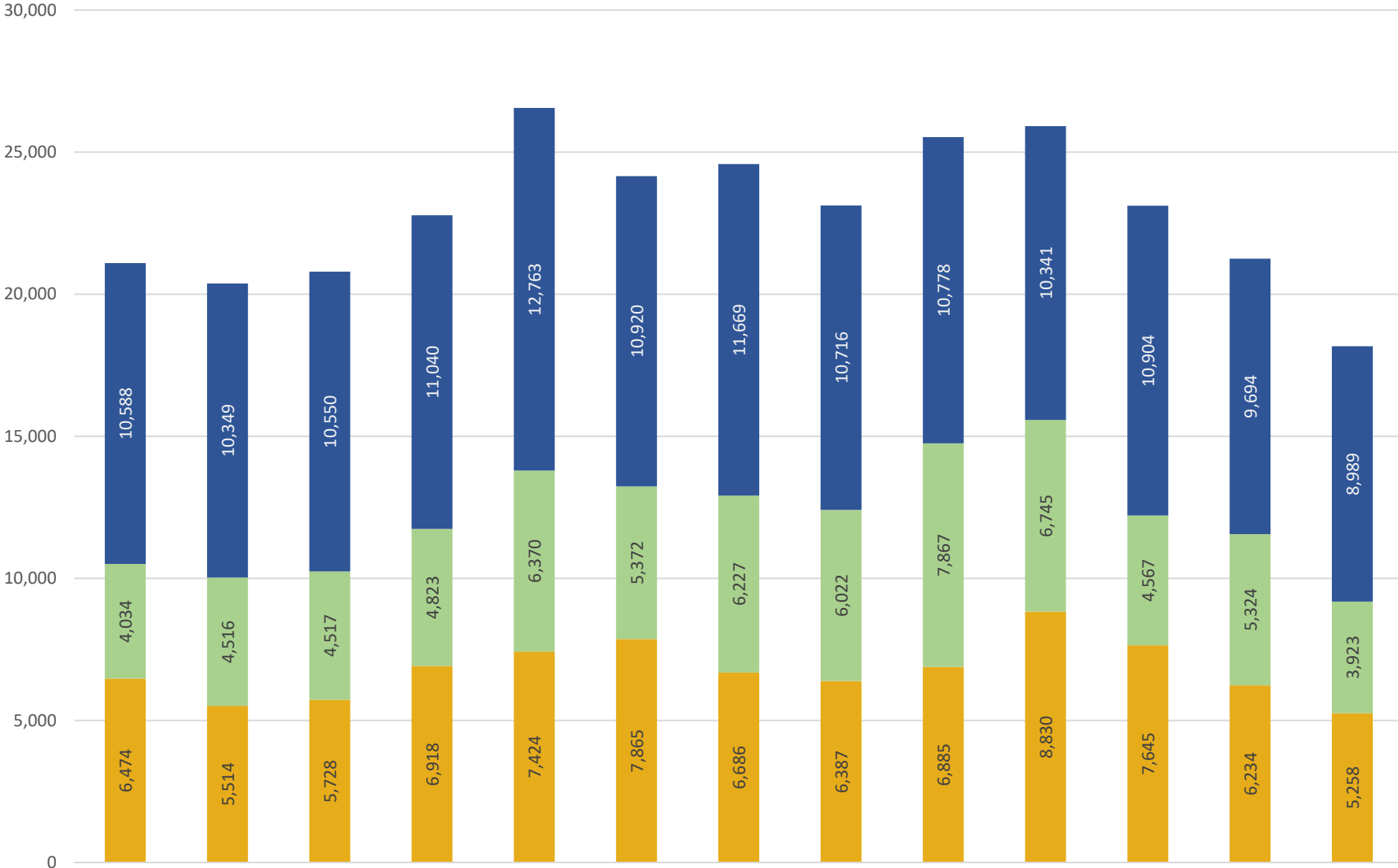
NOV-22 Dec-22 Jan-23 Feb-23 Mar-23 Apr-23 May-23 Jun-23 Jul-23 Aug-23 Sep-23 Oct-23 NOV-23

Fixed Route Ridership by Month



■ 2021 ■ 2022 ■ 2023

Trolley Ridership



Orange Line Green Line Blue Line Red Line

November 2023 System Ridership by Route

