

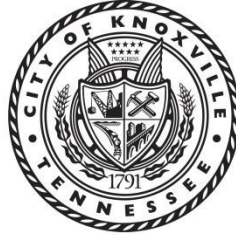
Knoxville Transportation Authority

Meeting Date: Thursday, March 28, 2024



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INDYA KINCANNON
MAYOR
(865)215-2040



CITY OF KNOXVILLE
KNOXVILLE TRANSPORTATION AUTHORITY

AGENDA

Thursday, March 28, 2024

City County Building, Main Assembly Room

CHRISTI KIRK
CHAIR

CANDACE BRAKEWOOD
VICE-CHAIR

ANALISA VALENTINE
RECORDING SECRETARY

DUSTIN DURHAM

VINCE FUSCO

DEBBIE HELSLEY

NANCY NABORS

JOEL SIMMONS

RICK WHITTED

EBONI WINFORD

JOHN LAWHORN
ATTORNEY TO K.T.A.

- I. Determination of a Quorum

- II. Approval of Minutes – February 22, 2024

- III. Reports
 - A. KTA Chair
 - B. Commissioner's Comments
 - C. Staff
 - i. City of Knoxville Director of Transit
 - Introduction of Proposed Routes and Timetables for KAT Reimagined
 - ii. TPO Transit Planner

- IV. New Business

- V. Old Business

- VI. Public Comments

- VII. Set next meeting for April 25, 2024, and Adjourn

Minutes
For Thursday, February 22, 2024, 3:00 p.m. meeting of the
KNOXVILLE TRANSPORTATION AUTHORITY
City County Building

I. Determination of Quorum

Chair Kirk welcomed everyone and called the meeting to order. She asked Attorney Lawhorn to confirm a quorum.

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

Other commissioners in attendance were as follows:

Vice Chair Brakewood
Commissioner Durham
Commissioner Helsley
Commissioner Nabors
Commissioner Simmons
Commissioner Winford

II. Approval of Minutes

Chair Kirk asked if anyone had any questions or concerns for the minutes from January 25th. There were none. Commissioner Helsley gave the 1st motion and Commissioner Nabors gave the 2nd motion. All were in favor, no one opposed.

III. Reports A. KTA Chair

Chair Kirk stated she didn't have anything to report. She asked if any commissioners had any comments.

B. Commissioners' Comments

Commissioner Durham wanted to thank the City Council for passing the Missing Middle Housing Plan. He stated he believes not only will it help out with the housing crisis, but also help out with transportation. He said the fact that they could get a little more density along some of their most popular lines is sorely needed.

Chair Kirk thanked Commissioner Durham for his comment, and then turned it over to Staff.

C. Staff

i. City of Knoxville Director of Transit

Mr. Thorne commented on the ridership for the month of January. He stated the numbers are down 27% due to the fact they didn't operate service for about one week due to the major storm that hit the area. He ended saying he wanted the board to be aware the ridership was down because of that.

iii. TPO Transit Planner

Vice Chair Kirk turned it over to Doug Burton with TPO.

Doug Burton spoke briefly of the long-range transportation plan that's now branded as the Mobility Plan 2050. He went on to mention they started their series of public meetings and kicked it off at Knoxville Station, in which 30 people showed up. Mr. Burton said that wasn't a bad number, because right now, they're getting information from people on what they like to see, and had some online opportunities and a few of the Commissioners participated. He mentioned that they will keep their survey open and gave the website; www.knoxmobility.org/feedback. Mr. Burton finished by saying the next round would be mid to late summer and will update with that opportunity when it comes.

IV. New Business

Chair Kirk asked if they had any New Business.

Mr. Thorne stated there was no new business.

V. Old Business

Proposed Service Changes for April 2024

Mr. Thorne talked of the board receiving the Title VI Analysis, and he wanted to make sure the board is aware that at the bottom of page 2, that none of the service changes will have a negative impact on the community. Then he spoke on what they look for is what would negatively impact the community as far as their customers, or decreasing service. Mr. Thorne stated that this service is all

increases and will have a positive effect, and then he turned it over to Mrs. Woodiel-Brill.

Mrs. Woodiel-Brill gave a summary from the last meeting on what they're proposing for April, which is returning a lot of their routes to their pre-Covid time frames they were operating in prior to the pandemic and their workforce shortage. As Mr. Thorne has mentioned, the workforce has increased, and they are ready to add some of that service back and get their new operators acclimated in anticipation of the KAT Reimagined Project. She went on to summarize each change, such as; all Sunday service returning to pre-Covid service spans, and to extend the routes in the evenings on weekdays and Saturdays back to the last 11:15 trip, and then listed each one. Mrs. Woodiel-Brill continued with route 42 going back to every 30-minute service, 34 route extending the evenings to 10:15pm on weekdays and Saturdays, route 13 to regular service levels on weekdays and she spoke of adjustments to the South Knoxville routes. Mrs. Woodiel-Brill finished the summary with making the "demonstration detour," route 34, to the official routing, which the board approved in August 2023 due to on-time performance. She continued to mention the packet they have was placed on the website, social media, and a news release was put out about this, and they heard very little feedback. She said no news is good news when they are proposing changes, and with service increases that's always nice to be able to propose that.

Mrs. Woodiel-Brill continued to talk about how they determined which of those proposed changes merited an examination, and that is all summarized in the Title VI analysis, but the executive summary is on the first two pages, and it explains that they looked not only on negative impact for low income and minority populations, which when they're increasing service, this isn't necessarily the issue. They look at potential negative impacts, but they also look at the accrual benefits and are they increasing service equally across the system; are there disproportionate impacts that maybe their increasing service where there aren't a lot of minority or low-income population. Mrs. Woodiel-Brill said they always want to confirm that what they're doing is equal across the board, and they have shown with their analyses that the increase in benefits is equal to the overall service system and breakdown of low-income and minority, and they were pleased with that. Then she asked if anyone had questions.

Commissioner Durham asked about when there's a certain percentage increase, is that based off of estimated ridership.

Mrs. Woodiel-Brill said the way they look at the Title VI is, whenever a route changes, either the routing itself or the span of service, or the frequency of service, they look at how much did that increase by. She continued with, if they expand a route 25% or more in revenue mileage, that merits them to take a closer look. She stated if they increased the hours of service more than 25% of what it is doing currently, that also would merit this analysis, and went into a little further breakdown and gave examples.

Commissioner Durham asked that when looking at which route impacts minority population percentage, is it based off census blocks.

Mrs. Woodiel-Brill stated they get their numbers from the actual onboard survey they do as part of their Title VI plan, which is conducted every 3-5 years. She said they feel good about it, because when you look at a census tract, it's great for them to understand exactly who's using the service and what percentage are minority or low-income.

Commissioner Winford asked if Mrs. Woodiel-Brill could provide additional information regarding the 10 areas where it does need the plus 10% threshold on alternative analyses and what mechanism was used to determine that this is essentially a net positive change overall.

Mrs. Woodiel-Brill stated there are a few situations, then gave the examples of Western Ave having a minority population of 58%, whereas the overall system is 45%, and obviously that's something they look at. She stated because they're increasing that service, that is a net benefit. Mrs. Woodiel-Brill said they don't worry too much, but if they were decreasing service, they'd be concerned. She mentioned the same falls for Western with the low-income population as well, and 74% of route 12 passengers are considered low-income; whereas their system wide is 62%. She continued saying they take all of those numbers, of all of the routes, and they analyzed and put them all together; minority, non-minority, low-income, non-low-income, then add them all up, at the bottom, and then figure out based on overall percentage, are they doing their due diligence as far as accrual of benefits, and that worked out.

Commissioner Simmons wanted to ask about the 7 routes that required additional analysis, if the parenthesis to the right of each route were the results.

Mr. Thorne answered, yes.

Commissioner Durham asked if there is a way to know with the new routes on KAT Reimagined, to see those same percentages of service increase from current routes. He asked if there is a way to track that, because he would be interested to see the new routes and what level of increase.

Mrs. Woodiel-Brill said they will be providing a similar type of Title VI analysis for the new network. She mentioned that it'll be different, that it won't be apples to apples, it's not that a route changed, there are whole new routes going to whole new places. What they'll see with the Title VI for KAT Reimagined, is more of an overall, here's the old network, and how it ran, then here's the new network, and here's how it's running. She said it will include a lot of new details and information from it.

Attorney Lawhorn asked Mrs. Woodiel-Brill about the Title VI regulations, and if they are required to take a stand alone vote approving that, or are they voting on

the Resolution they have, is a one vote which encompasses approval of the Title VI Analysis.

Mrs. Woodiel-Brill answered, yes. She stated they included reference to the Title VI Analysis in the Resolution, so that should cover them.

Vice Chair Brakewood commented on how exciting it is to see the service being restored, and remembered how they voted on having to cut most of the service, and it was a sad day, and now it's a happy day to see service coming back. She said she applauds the work that has gone into making this happen. Vice Chair Brakewood asked if all the service has been restored or are there any week nights/weekend services not yet come back, is there anything left.

Mrs. Woodiel-Brill answered saying what they tried to do was to strike a balance with what they were running pre-covid vs. the reality of the new network going in a few months later. She said that if approved, this will run from April through August, and what they didn't want to do was bring back some things that were not included in the new network. Mrs. Woodiel-Brill went on to say pre-covid, they had 30-minute service on routes 40 and 45, and that is not apart of the new network initially, so they didn't bring that back. She said the 10 and 19 routes weren't apart of the new network, so they didn't bring that back. She stated what they also did not bring back was the peak service frequency on routes 11, 31 and 22. When they bring it back, it's going to all day long, and felt like that was something else they weren't sure they were ready to do workforce wise and also from a confusion level, and the Broadway frequency is going to wait on ABC, but those are the things that didn't come back with this, but everything else is back.

Chair Kirk asked if anyone else had any questions or comments.

There were none.

Chair Kirk entertained the motion to approve.

Commissioner Durham gave the 1st motion. Vice Chair Brakewood gave the 2nd motion.

Chair Kirk asked all in favor, none opposed. The Proposed Service changes for April were approved.

VI. Public Comment

Chair Kirk asked Ms. Valentine if there was anyone signed up for Public Comments.

Analisa Valentine responded no one had signed up.

There was someone in the audience that wanted to speak. She didn't give her name or address. She wanted to voice some concerns about the 11 Kingston Pike and 23 Millertown routes.

Mr. Thorne addressed her that changes were made and he will speak with her after the meeting with updates.

Chair Kirk asked for any other public comments. There were none.

VII. Set Next Meeting and Adjourn

The next meeting was set for March 28th, 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
February 2024

	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	\$ 424,657	\$ (135,343)	75.83%	\$ 422,627	\$ 2,030
Ticket Sales	435,000	435,000	307,196	(127,804)	70.62%	263,192	44,004
Miscellaneous Subsidies - KAT	65,000	65,000	32,500	(32,500)	50.00%	65,000	(32,500)
Football Shuttle	115,000	115,000	124,398	9,398	108.17%	111,250	13,148
Charter Fees	20,500	20,500	9,510	(10,990)	46.39%	4,450	5,060
UT Trolley Subsidy	88,150	88,150	-	(88,150)	-	44,075	(44,075)
Miscellaneous Revenue	3,500	3,500	2,604	(896)	74.40%	1,263	1,341
Total Operating Revenue	<u>1,287,150</u>	<u>1,287,150</u>	<u>900,865</u>	<u>(386,285)</u>	<u>69.99%</u>	<u>911,857</u>	<u>(10,992)</u>
Non-Operating Revenues							
Federal Grants	-	-	-	-	-	4,349,596	(4,349,596)
State Contribution	3,609,300	5,012,204	(265)	(5,012,469)	-0.01%	-	(265)
Transit Grant Revenues	4,529,000	4,529,000	2,796,539	(1,732,461)	61.75%	3,711,649	(915,110)
General Fund Transfer	15,227,740	15,339,950	11,145,077	(4,194,873)	72.65%	4,630,386	6,514,691
Total Non-Operating Revenues	<u>23,366,040</u>	<u>24,881,154</u>	<u>13,941,351</u>	<u>(10,939,803)</u>	<u>56.03%</u>	<u>12,691,631</u>	<u>1,249,720</u>
Total Revenue	<u>\$ 24,653,190</u>	<u>\$ 26,168,304</u>	<u>\$ 14,842,216</u>	<u>\$ (11,326,088)</u>	<u>56.72%</u>	<u>\$ 13,603,488</u>	<u>\$ 1,238,728</u>
Expenditures							
Personal Services							
Wages, Taxes, & Retirement Contributions	\$ 15,775,240	\$ 15,775,240	\$ 9,052,747	\$ 6,722,493	57.39%	\$ 9,390,567	\$ (337,820)
Employee Group Insurance/Benefits	3,454,030	3,454,030	2,359,711	1,094,319	68.32%	2,575,096	(215,385)
Total Personal Services	<u>19,229,270</u>	<u>19,229,270</u>	<u>11,412,458</u>	<u>7,816,812</u>	<u>59.35%</u>	<u>11,965,663</u>	<u>(553,205)</u>
Administrative Expenses							
Supplies	452,800	644,066	270,157	373,909	41.95%	194,315	75,842
Services	2,721,630	4,084,091	1,868,149	2,215,942	45.74%	1,769,065	99,084
Total Administrative Expenses	<u>3,174,430</u>	<u>4,728,157</u>	<u>2,138,306</u>	<u>2,589,851</u>	<u>45.22%</u>	<u>1,963,380</u>	<u>174,926</u>
Fleet Expenses							
Fleet Supplies	10,000	10,000	10,438	(438)	104.38%	4,025	6,413
Parts	50,000	9,336	-	9,336	-	3,592	(3,592)
Fuel/Oil/Fluids	2,356,500	2,358,551	1,281,014	1,077,537	54.31%	1,653,336	(372,322)
Total Administrative Expenses	<u>2,416,500</u>	<u>2,377,887</u>	<u>1,291,452</u>	<u>1,086,435</u>	<u>54.31%</u>	<u>1,660,953</u>	<u>(369,501)</u>
Total Expenditures	<u>\$ 24,820,200</u>	<u>\$ 26,335,314</u>	<u>\$ 14,842,216</u>	<u>\$ 11,493,098</u>	<u>56.36%</u>	<u>\$ 15,589,996</u>	<u>\$ (747,780)</u>
Excess (Deficiency) of Revenues Over Expenses			<u>\$ -</u>			<u>\$ (1,986,508)</u>	<u>\$ 1,986,508</u>



KNOXVILLE AREA TRANSIT

ROUTE PERFORMANCE REPORT
February, 2024

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	18,543	11.9%	26,522	13.2%	2,221	14.6%	0.70	8.35
12	Western Ave	13,431	8.6%	16,955	8.4%	1,280	8.4%	0.79	10.49
13	Beaumont	1,013	0.7%	1,808	0.9%	132	0.9%	0.56	7.68
16	Cedar Bluff Connector	2,764	1.8%	4,614	2.3%	363	2.4%	0.60	7.61
17	Sutherland/Bearden	6,857	4.4%	9,009	4.5%	694	4.6%	0.76	9.87
19	Lakeshore/Lonas Connector	0	0.0%	0	0.0%	0	0.0%	0.00	0.00
20	Central Ave/Clinton Hwy	10,070	6.5%	12,236	6.1%	756	5.0%	0.82	13.33
21	Lincoln Park	2,790	1.8%	4,330	2.2%	340	2.2%	0.64	8.20
22	Broadway	22,802	14.7%	17,909	8.9%	1,337	8.8%	1.27	17.05
23	Millertown	4,002	2.6%	7,317	3.6%	615	4.1%	0.55	6.51
24	Inskip/Breda Rd	2,692	1.7%	6,132	3.1%	443	2.9%	0.44	6.07
30	Parkridge	2,749	1.8%	3,235	1.6%	254	1.7%	0.85	10.81
31	Magnolia Ave.	18,050	11.6%	12,785	6.4%	1,076	7.1%	1.41	16.78
32	Dandridge	5,194	3.3%	6,975	3.5%	447	2.9%	0.74	11.62
33	M.L.K.	3,114	2.0%	6,909	3.4%	540	3.6%	0.45	5.76
34	Burlington	5,204	3.3%	10,176	5.1%	696	4.6%	0.51	7.48
40	South Knoxville	2,104	1.4%	10,230	5.1%	727	4.8%	0.21	2.90
41	Chapman Hwy	15,750	10.1%	13,408	6.7%	820	5.4%	1.17	19.20
42	UT/Ft Sanders Hospitals	3,936	2.5%	3,323	1.7%	415	2.7%	1.18	9.49
44	University Park	4,528	2.9%	2,541	1.3%	293	1.9%	1.78	15.46
45	Vestal	3,879	2.5%	9,499	4.7%	663	4.4%	0.41	5.85
90	Crosstown	5,929	3.8%	14,923	7.4%	1,053	6.9%	0.40	5.63
	Other/ Unknown	0							
SUB TOTAL LINE SERVICE		155,401		200,836		15,166		0.77	10.25
82	Trolley (Orange Line)	5,510	26.7%	4,155	39.0%	662	41.5%	1.33	8.32
84	Trolley (Green Line)	4,584	22.2%	2,064	19.4%	350	21.9%	2.22	13.10
86	Trolley (Blue Line)	10,528	51.1%	4,436	41.6%	583	36.5%	2.37	18.07
SUB TOTAL TROLLEY SERVICES		20,622		10,655		1,595		1.94	12.93
TOTAL PASSENGERS WITH TROLLEYS		176,023		211,491		16,760		0.83	10.50
LIFT SERVICE		6,401		42,299		3,115		0.15	2.05
TOTAL SCHEDULED SERVICES		182,424		253,790		19,875		0.72	9.18
TOTAL CHARTER SERVICES		0		-		-		0.00	0.00
GRAND TOTAL ALL KAT SERVICES		182,424		253,790		19,875		0.72	9.18



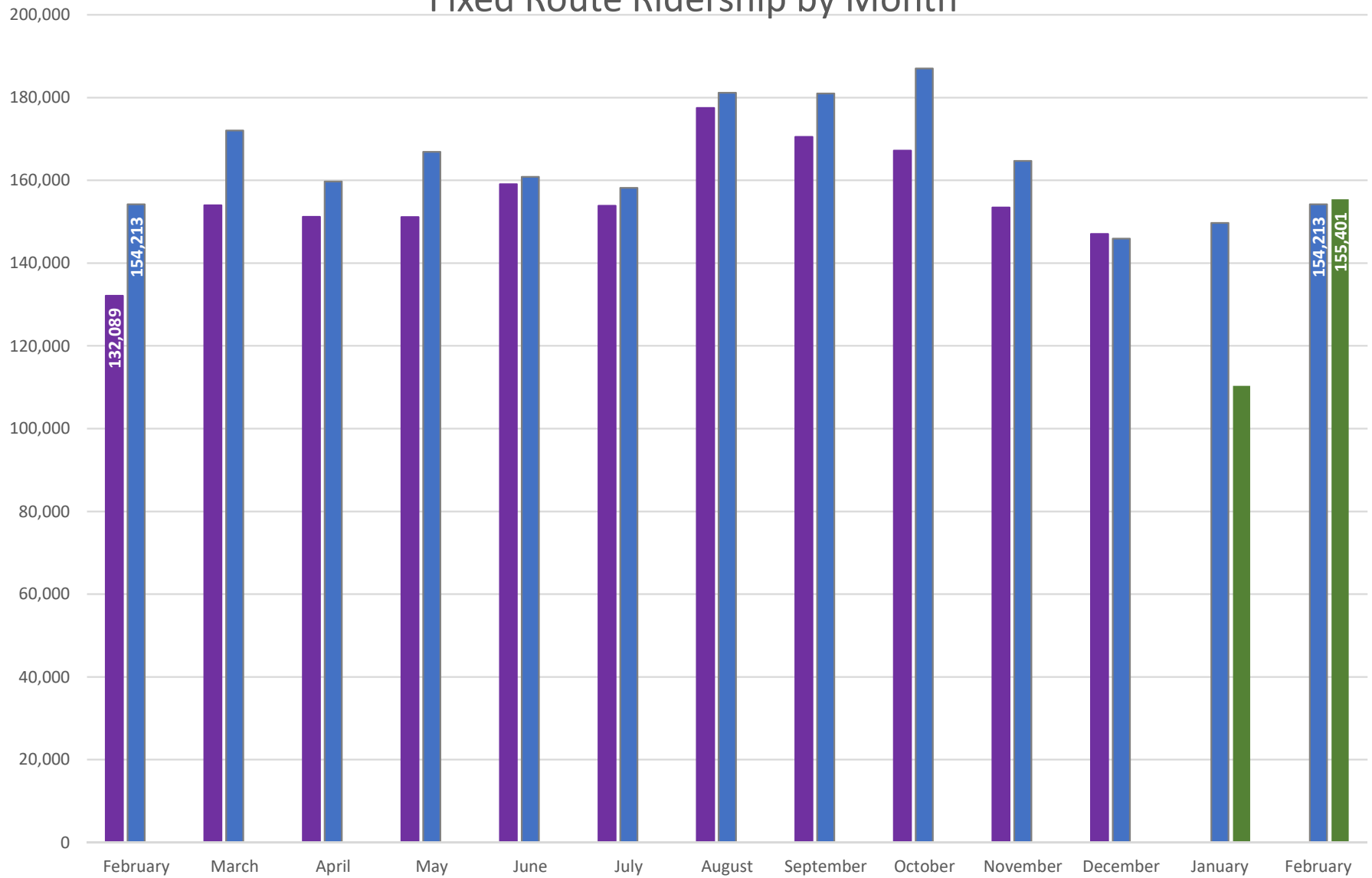
KNOXVILLE AREA TRANSIT

SYSTEM PERFORMANCE REPORT

February, 2024

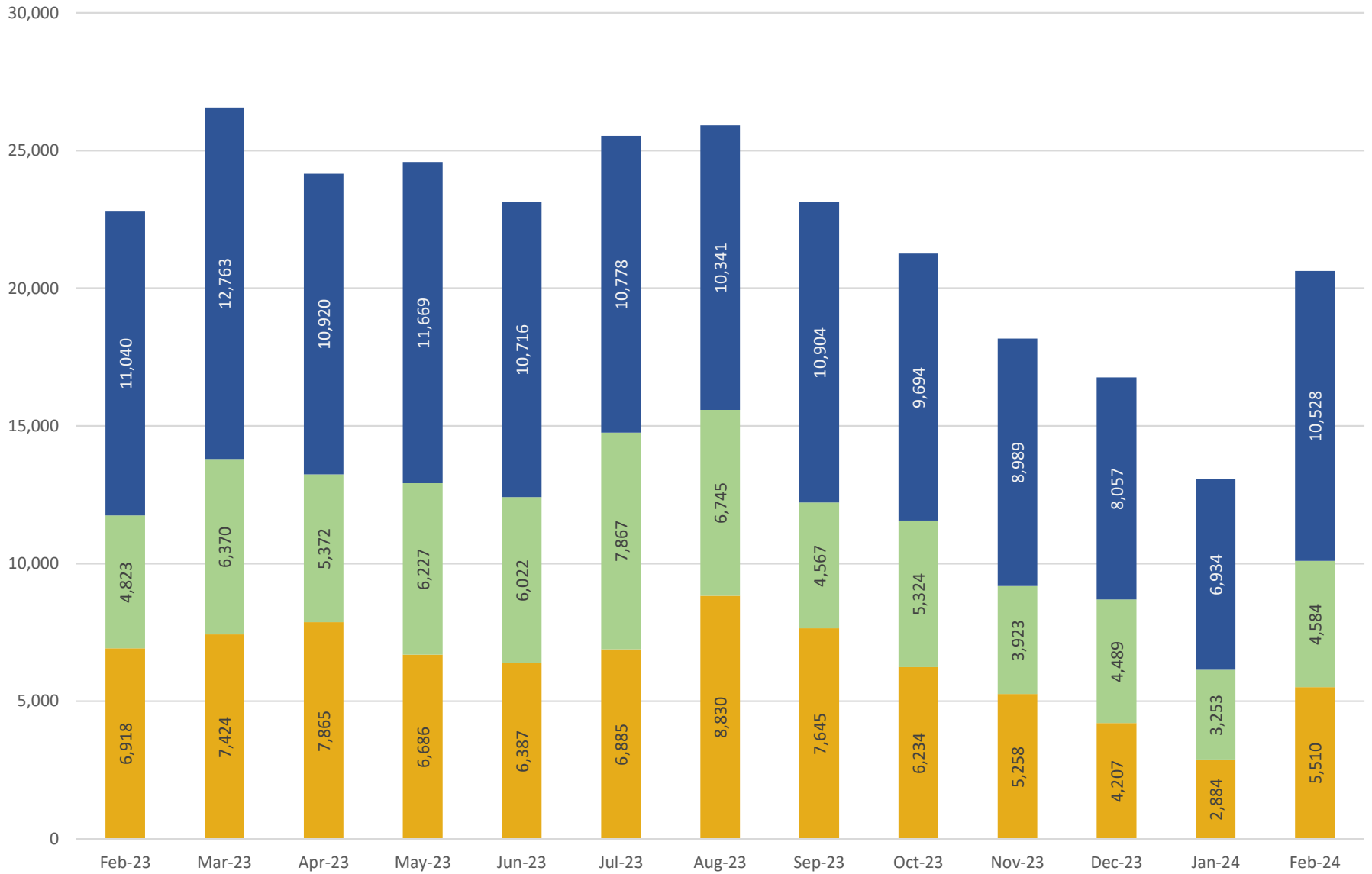
	<u>THIS MONTH</u>			<u>FISCAL YEAR-TO-DATE</u>		
	<u>This Year</u>	<u>Last Year</u>	<u>Change</u>	<u>This Year</u>	<u>Last Year</u>	<u>Change</u>
FIXED ROUTE SERVICE						
Total Passengers	176,023	176,994	-1%	1,448,118	1,476,467	-2%
System Generated Revenue				\$691,494	\$715,988	-3%
Revenue Veh. Miles	211,491	203,023	4%	1,638,874	1,729,055	-5%
Revenue Veh. Hours	16,760	16,100	4%	129,417	137,094	-6%
Passengers/Mile	0.83	0.87	-5%	0.88	0.85	3%
Passengers/Hour	10.50	10.99	-4%	11.19	10.77	4%
Preventable Accidents	1	0	100%	38	66	-42%
Mechanical Road Calls	33	29	14%	279	182	53%
Accidents/100,000 Miles	0.47	0.00	47%	2.32	3.82	-39%
Miles/Road Failure	6,409	7,001	-8%	5,874	9,500	-38%
DEMAND RESPONSE						
					0	
Total Passengers	6,401	6,219	3%	49,924	51,354	-3%
System Generated Revenue				\$73,225	\$79,462	-8%
Revenue Veh. Miles	42,299	41,290	2%	337,922	341,553	-1%
Revenue Veh. Hours	3,115	3,015	3%	25,395	24,546	3%
Passengers/Mile	0.15	0.15	0%	0.15	0.15	-2%
Passengers/Hour	2.05	2.06	0%	1.97	2.09	-6%
Preventable Accidents	0	1	-100%	15	5	200%
Mechanical Road Calls	2	5	-60%	18	15	20%
Accidents/100,000 Miles	0.00	2.42	-100%	4.44	1.46	203%
Miles/Road Failure	21,150	8,258	156%	18,773	22,770	-18%
CHARTER SERVICE						
					0	
Charters	0	0	0%	1,335	940	42%
Sports Charters	0	0	0%	31,059	26,329	18%
Total Passengers	0	0	0%	32,394	27,269	19%
Revenue						0%
Football Shuttle Charters				\$124,398	\$111,250	12%
Trolley Charters				\$9,700	\$5,450	78%
Total Miles	0	0	0%	8,167	3,459	136%
Total Hours	0.0	0.0	0%	1,328	600	121%

Fixed Route Ridership by Month

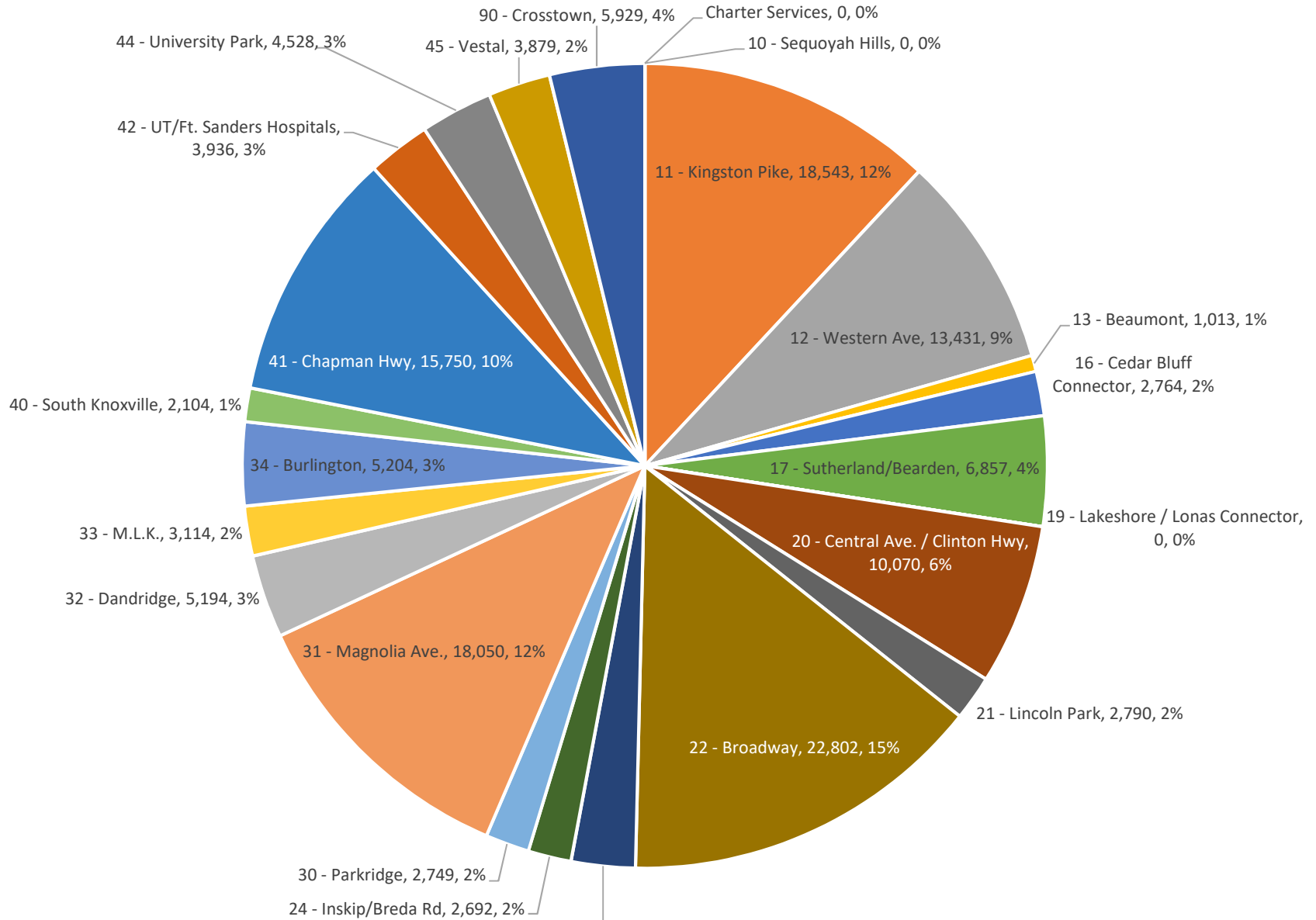


■ 2022 ■ 2023 ■ 2024

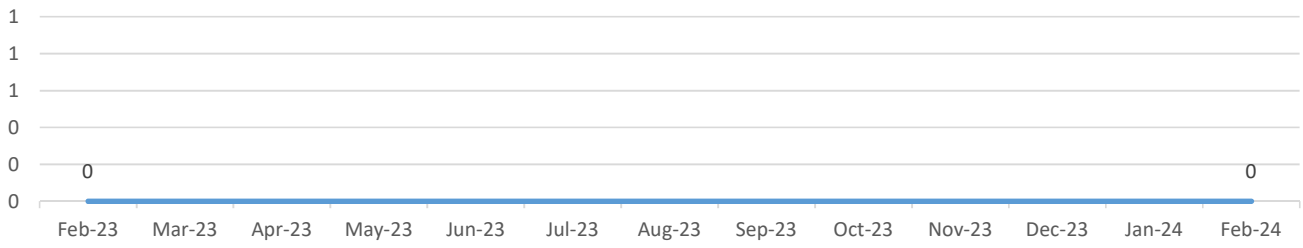
Trolley Ridership



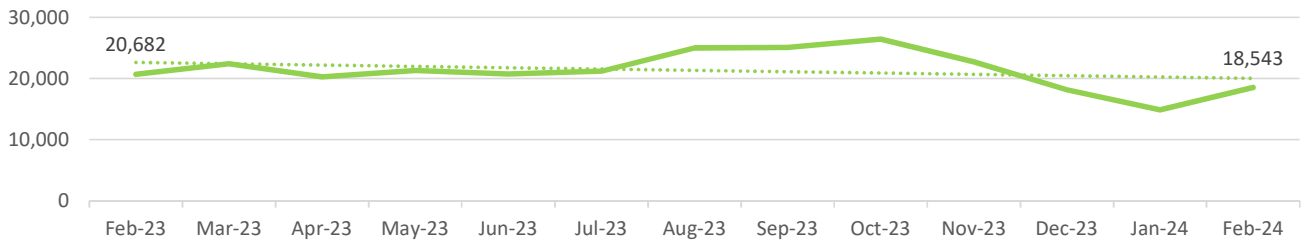
February 2024 System Ridership by Route



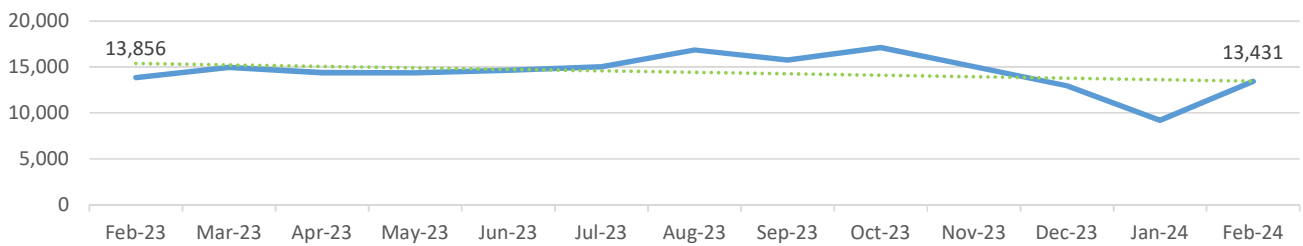
10 - Sequoyah Hills



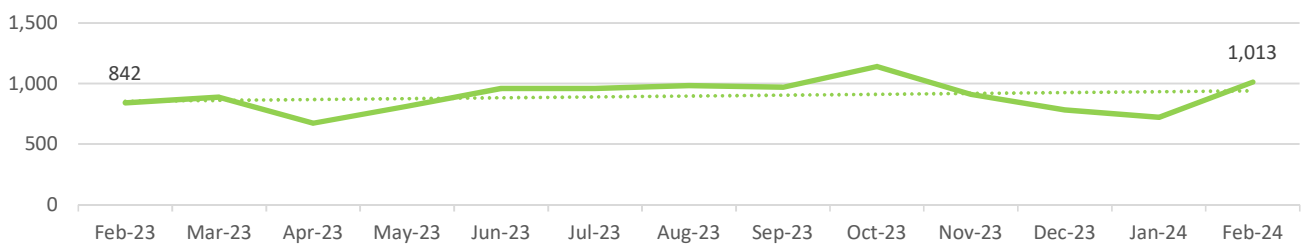
11 - Kingston Pike



12 - Western Ave



13 - Beaumont



16 - Cedar Bluff Connector

