Knoxville Transportation Authority

Meeting Date: Thursday, December 19, 2024





INDYA KINCANNON MAYOR (865) 215-2040



CANDACE BRAKEWOOD

CHAIR

RICK WHITTED VICE-CHAIR

ANALISA VALENTINE RECORDING SECRETARY

DUSTIN DURHAM

VINCE FUSCO

DEBBIE HELSLEY

NANCY NABORS

JOEL SIMMONS

EBONI WINFORD

JOHN LAWHORN ATTORNEY TO K.T.A

AGENDA

Thursday, December 21, 2024

City-County Building, Main Assembly Room

- I. Determination of a Quorum
- II. Approval of Minutes November 21, 2024
- III. Reports
 - KTA Chair
 - Commissioner's Comments
 - Staff
 - i. City of Knoxville Director of Transit
 - ii. TPO Transit Planner
- IV. New Business
 - KTA Nominating Committee
- V. Old Business
 - January 2025 Proposal Route Changes and Title VI Analysis
 - Proposed KAT Service Standards and Long-Range Plan.
- VI. Public Comments
- VII. Set the next meeting for January 23, 2025, and Adjourned

Minutes

For Thursday, November 21, 2024, 3:00 p.m. meeting of the KNOXVILLE TRANSPORTATION AUTHORITY City-County Building

I. Determination of Quorum

Chair Brakewood called the meeting to order. She turned it over to Attorney Lawhorn for the Determination of a Quorum.

Attorney Lawhorn stated they have 6 members present. They have a quorum.

Commissioners in attendance were as follows:

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

II. Approval of Minutes

Vice Chair Brakewood asked if any Commissioners had questions or comments for the minutes from November 21st.

No one had any comments.

Commissioner Durham gave the 1st motion; Commissioner Simmons gave the 2nd motion. All were in favor, and no one opposed.

III. Reports

A. KTA Chair

Chair Brakewood didn't have anything to report.

B. Commissioners' Comments

There were no comments from the Commissioners.

Vice Chair Brakewood turned it over to Staff.

C. Staff

i. City of Knoxville Director of Transit

Mr. Thorne stated he had two items to report. He said he wanted to discuss the Fiscal Year 2024 ridership. He mentioned they talked about getting their Automatic Passenger Counter data certified through the FTA for months. That has been completed and they have surpassed the 2019 ridership. Mr. Thorne said the last Fiscal year was from July 1st, 2023, to June 30th, 2024, and they provided just over 2.8 million rides which passed the 2019 ridership. In addition, they're also seeing an increase in the Fiscal Year 2024 ridership up 8% from last year. He said they're trending in a good direction and are proud they have surpassed pre-covid ridership.

Mr. Thorne talked about the Service Standards and Long-Range Plan. He stated that staff and the board had completed a comprehensive process to implement KAT Reimagined in August of this year. He said this process included extensive public engagement to design a bus network that aligns better with the community's goals. Mr. Thorne mentioned that the Service Standards and Long-Range Plan is the next step. He said the purpose of this plan is to help guide decisions by the board and staff on how to adjust existing services, invest in improving service, and monitor current services. He continued to talk about the Service Standards. Mr. Thorne stated it covers the network design principles, a summary of the service categories, that included frequency and coverage, which was discussed with the community and the board during the KAT Reimagined process. He continued to talk about the defining features such as frequencies, the expansion of services, bus stop spacing, and service quality targets; such as travel speed, reliability, bus stop amenities, and outputs. He spoke about how they are measuring success toward their particular goals for service, productivity, and coverage.

Mr. Thorne continued with the Long-Range Plan and priorities. He stated those priorities are increasing frequencies along transit lines, increasing weekend and evening services, and adding more coverage routes. He asked the board to review the handouts and they will discuss it more at the next meeting, and have them vote on the Service Standards and Long-Range Plan. He asked for questions.

Commissioner Durham asked with the Long-Range Plan, how long would it last before it is reassessed again.

Mr. Thorne explained that they typically evaluate their service annually using established service standards to measure current performance. He noted that every 5–8 years, they conduct a comprehensive operational analysis, though this timeframe may extend depending on the circumstances. Additionally, he mentioned that they have a long-range plan outlining how they intend to invest additional resources, guided by a prioritized list based on their service standards.

Commissioner Durham asked if there are documents that can be sent to them about how much funding is needed to add service.

Mr. Thorne said it would depend on the project. To give an example, if they increased the frequency from 60 minutes to 30 minutes, they'd double the cost of that route.

Commissioner Durham inquired if they have documents showing or recommendations on how to get extra funds.

Mr. Thorne stated they'd have to go through the budget process through the City and ask for those additional funds. He said what would help staff is them telling the City they need to increase the frequency, and that goes back to the service standards and how they are measuring productivity in terms of 15, 30, or 60-minute services. He noted they would need to let them know they need to increase frequency on those routes to have more ridership.

Chair Brakewood expressed that she noticed in the handout the ABC along Route 22 is listed as a tier one. She asked if there was consideration for making more routes Accelerated Bus Corridors.

Mr. Thorne said they are working with the City Engineering Department on traffic signalization priority not only on the Broadway corridor, but also for Kingston Pike, Sutherland, Chapman Highway, Magnolia, and possibly Central. He stated those are defined as their major/minor corridors right now, and the first step is signal prioritization. Mr. Thorne mentioned that all of their corridor routes are also TDOT-controlled. There is going to be a lot of partnership and coordination between the City, KAT, and TDOT for all of those corridors. He noted that is something the City Engineering is already working on, especially on Chapman Highway because of the closure of the Gay Street bridge.

Chair Brakewood inquired about lanes.

Mr. Thorne stated that at this time, he doesn't believe the ABC will be dedicated to a lane for bus transit. All the corridors are considered to be ABC light corridors. He said not to say it's not going to happen right now, but it'll be a shared lane for the bus.

Commissioner Durham asked for the current time frame for the ABC corridor.

Mr. Thorne stated that the initial timeline was set for 2027, but they are now being told it will be 2028. He also noted that the service will not operate on Thanksgiving Day, November 28th, and expressed his hope that both staff and board members enjoy the holiday with their families. He continued to say that on Friday, November 29th, they will be providing a Sunday service schedule.

Mr. Thorne said that he wanted to discuss a request by Chair Brakewood from last month's meeting about their on-time performance for pre-KAT Reimagined. He said it was around 78% and for September they were 80.5%, October, 81.4%, and through November, they're at 83.5%. Mr. Thorne mentioned that Mr. Tennessee and the entire planning staff have been working on how they can get up to 90%. He said it's an attainable goal, and they're going to continue to work on that and some of the adjustments they're making in January will also help with the on-time performance.

Commissioner Durham asked staff if they had data on the on-time performance numbers compared to other cities and if 90% is the standard in peer cities.

Mr. Thorne stated he could get the data to him and said that his standard has always been 90%, but some agencies are around the 80%-85% mark.

Mr. Tennessee mentioned the on-time performance levels are usually at 90% on Saturdays and Sundays.

ii. TPO Transit Planner

Mr. Burton began by explaining that his department, the Transportation Planning Organization, is required to develop a long-range transportation plan known as Mobility Plan 2050, which is expected to be finalized by late April or early May. He added that he hopes to present recommendations from the plan in early 2025.

He also shared that the organization is collaborating with the City of Knoxville on an EPA grant aimed at reducing greenhouse gases across the entire MSA. He highlighted that Commissioner Nabors has participated in some of the meetings and workshops. Mr. Burton noted that transportation is

a contributor to greenhouse gas emissions and that there's growing interest in expanding transit throughout the region. While acknowledging the challenges and costs associated with such expansion, he expressed excitement about the ongoing dialogue and promised to provide more updates on this and its process in 2025.

Mr. Burton mentioned that Knox Planning is working on several projects with KAT in 2025, including efforts to evaluate the main corridors. He expressed enthusiasm for the upcoming year and the opportunities it holds for planning and transit initiatives.

Mr. Thorne added that there will be a public hearing at next month's meeting to discuss proposed changes to Route 1 aimed at meeting requirements under their Title VI policy. Following the hearing, the KTA Board will vote on these changes, which are set to take effect in January 2025.

He noted that they have already started publicizing the hearing on their website and the buses to ensure everyone is aware of the process and the upcoming Board vote.

Chair Brakewood recapped that next month, they will vote on the Service Standards and Long-Range Plan and the January service changes.

Mr. Thorne said, yes.

IV. New Business

No new business

V. Old Business

No old business

VI. Public Comment

No public comments

VII. Set the Next Meeting and Adjourn

Chair Brakewood asked if any Commissioners had any further comments or questions.

No one had anything further to discuss.

The meeting was adjourned.

The next meeting was set for December 19, 2024, at 3:00 p.m., in 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 2024

			(Current Year:			Prior Year:			
		Original Budget	Current Budget	Actual	Varian	се	Actu	al - Prior Year	Variance	
Venue Charges for Consider										
Charges for Service Farebox & Pass Revenue		\$ 580,400	\$ 580,400	\$ 235,354	\$ (345,046)	40.55%	\$	3 603 804	\$ (3,367,450)	
Ticket Sales		437,000	437,000			58.96%	Ψ	3,002,804	257,667	
Miscellaneous Subsidies - KAT		65,000	65,000					-	63,135	
Football Shuttle		124,000	124,000					_	101,160	
Charter Fees		500	500			340.00%		_	1,700	
UT Trolley Subsidy		-	-	1,700	1,200	340.00%		6,049	(6,049)	
Miscellaneous Revenue		3.500	3,500		4,159	218.84%		0,043	7,659	
Wilderfulled as Nevertue	Total Operating Revenue	1,210,400	1,210,400	666,675		55.08%	-	3,608,853	(2,942,178)	
	Total operating nevertue		1,210,100	000,070	(0.10,720)	00.0070		0,000,000	(2,012,170)	
Non-Operating Revenues Federal Grants		_								
State Contribution		3,626,800	3,626,800	-	(3,626,800)	-		7,622,518	(7,622,518)	
Transit Grant Revenues		4,817,000	4,817,000		(4,817,000)			7,022,516	(7,022,316)	
General Fund Transfer		19,596,830	19,596,830	8,157,961				2,982,551	5,175,410	
Insurance Proceeds		750,000	750,000	6,157,901	(11,436,609)	41.03%		130,483	5,175,410	
insurance Proceeds	Total Non-Operating Revenues	28,040,630	28,040,630	8,157,961	(19,882,669)	29.09%		10,735,552	(2,447,108)	
	Total Revenue	\$ 29.251.030				30.17%	\$	14,344,405	, , , ,	
penditures Personnel Services										
Wages, Taxes, & Retirement Contributions		\$ 17.383.780	\$ 17,383,780	\$ 7.309.567	\$ 10.074.213	42.05%	\$	5,476,463	\$ 1,833,104	
Employee Group Insurance/Benefits		2,291,940	2,291,940			5.80%	•	598,635	(465,801)	
, ,	Total Personal Services	19,675,720	19,675,720	7,442,401		37.83%		6,075,098	1,367,303	
Administrative Expenses										
Supplies		610,660	599,230	677,262	(78,032)	113.02%		59,879	617,383	
Services		9,276,950	9,475,670	1,643,067		17.34%		6,974,219	(5,331,152)	
	Total Administrative Expenses	9,887,610	10,074,900	2,320,329	7,754,571	23.03%		7,034,098	(4,713,769)	
Fleet Expenses										
Fleet Supplies		-	-	_	_	_		-	-	
Parts		45,000	44,800	5,346	39,454	11.93%		_	5,346	
Fuel/Oil/Fluids		2,316,500	2,129,410	456,070	1,673,340	21.42%		1,104,726	(648,656)	
	Total Administrative Expenses	2,361,500	2,174,210			21.22%		1,104,726	(643,310)	
	Total Expenditures ****	\$ 31 924 830	\$ 31,924,830	\$ 10 224 146	\$ 21,700,684	32.03%	\$	14 213 922	\$ (3,989,776)	
	. Stat. Exportantarios	\$ 51,524,000	Ç 01,02-1,000	Ψ 10,227,170	+ + 21,700,004	J2.0070		17,210,022	(0,000,770)	
	Excess (Deficiency) of Revenues Over Expenses			\$ (1,399,511	<u>)</u>		\$	130,483	\$ (1,529,994)	
	***Fund Balance Appropriations not listed in Rever	1110			_					

Financials do not include the capital - grant funds.



ROUTE NUMBER	ROUTE NAME	RIDERSHIP	Percentage of Ridership	MILES	Percentage of Miles	HOURS	Percentage of Hours	Passg/ Mile	Passg/ Hour
1	Downtown Connector	10,250	4.0%	9,845	4.6%	1,010	6.5%	1.04	10.15
10	Sequoyah Hills	529	0.2%	887	0.4%	87	0.6%	0.60	6.08
11	Kingston Pike	31,380	12.4%	20,818	9.7%	1,604	10.3%	1.51	19.56
12	Western Ave	10,924	4.3%	21,619	10.1%	1,181	7.6%	0.51	9.25
15	Woodland Crosstown	12,691	5.0%	20,385	9.5%	1,581	10.2%	0.62	8.02
16	Cedar Bluff Connector	14,329	5.6%	19,120	8.9%	1,231	7.9%	0.75	11.64
17	Sutherland/Bearden	7,767	3.1%	6,194	2.9%	473	3.0%	1.25	16.42
20	Central Ave/Clinton Hwy	20,952	8.2%	18,579	8.7%	1,347	8.7%	1.13	15.56
22	Broadway	32,100	12.6%	14,002	6.6%	1,233	7.9%	2.29	26.03
23	Millertown	2,770	1.1%	3,426	1.6%	279	1.8%	0.81	9.94
24	Inskip/Breda Rd	5,133	2.0%	7,442	3.5%	595	3.8%	0.69	8.63
31	Magnolia Ave.	27,985	11.0%	14,419	6.7%	1,286	8.3%	1.94	21.76
32	Dandridge	4,497	1.8%	5,556	2.6%	348	2.2%	0.81	12.93
34	Burlington	13,988	5.5%	20,669	9.7%	1,259	8.1%	0.68	11.11
37	Morningside/Riverside	5,202	2.0%	3,122	1.5%	261	1.7%	1.67	19.95
40	South Knoxville	5,098	2.0%	6,946	3.3%	418	2.7%	0.73	12.19
41	Chapman Hwy	19,794	7.8%	14,606	6.8%	848	5.5%	1.36	23.33
42	UT/Ft Sanders Hospitals	7,207	2.8%	7,203	3.4%	846	5.5%	1.00	8.52
44	University Park	14,531	5.7%	2,173	1.0%	216	1.4%	6.69	67.27
45	Vestal	6,894	2.7%	6,469	3.0%	419	2.7%	1.07	16.47
	Other/ Unknown	0							
SUB TOTAL LINE SERVICE		254,021		213,636		15,513		1.19	16.38
LIFT SERVICE		5,557		37,416		2,759		0.15	2.01
TOTAL SCHEDULED SERVI	CES	259,578		251,052		18,272		1.03	14.21
TOTAL CHARTER SERVICE	es	10,169		788		276		12.90	36.85
GRAND TOTAL ALL KAT SE	ERVICES	269,747		251,840		18,548		1.07	14.54

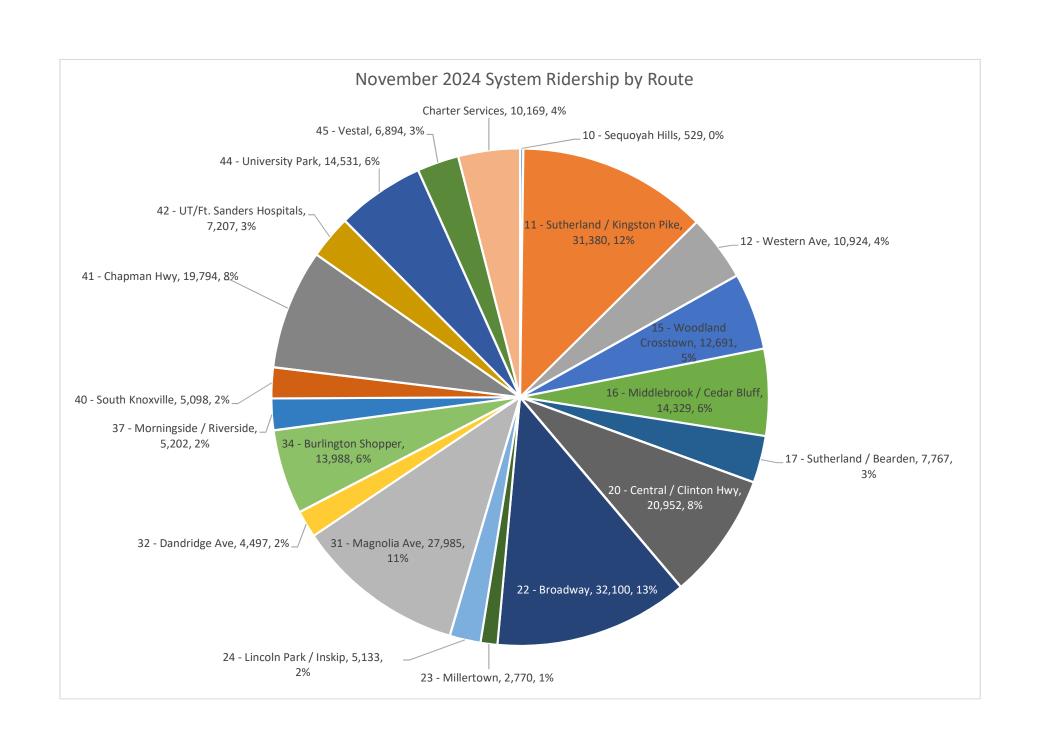
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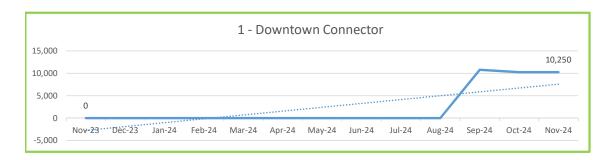


	THIS MONTH				YEAR-TO-DATI	<u>E</u>
	This	Last		This	Last	
	Year	Year	Change	Year	Year	Change
FIXED ROUTE SERVICE						
Total Passengers	254,021	208,273	22%	1,140,168	1,014,455	12%
System Generated Revenue				\$398,178	\$439,299	-9%
Revenue Veh. Miles	213,636	221,459	-4%	1,069,256	1,031,168	4%
Revenue Veh. Hours	15,513	17,537	-12%	78,586	81,319	-3%
Passengers/Mile	1.19	0.94	26%	1.07	0.98	8%
Passengers/Hour	16.38	11.88	38%	14.51	12.48	16%
Preventable Accidents	0	2	-100%	24	30	-20%
Mechanical Road Calls	40	32	25%	213	173	23%
Accidents/100,000 Miles	0.00	0.90	-100%	2.24	2.91	-23%
Miles/Road Failure	5,341	6,921	-23%	5,020	5,961	-16%
DEMAND RESPONSE					0	
Total Passengers	5,557	6,692	-17%	31.000	33,644	-8%
System Generated Revenue	,			\$56,817	\$49,760	14%
Revenue Veh. Miles	37,416	45,466	-18%	205,422	227,750	-10%
Revenue Veh. Hours	2,759	3,809	-28%	15,612	17,636	-11%
Passengers/Mile	0.15	0.15	1%	0.15	0.15	2%
Passengers/Hour	2.01	1.76	15%	1.99	1.91	4%
Preventable Accidents	1.00	2.00	-50%	2	15	-87%
Mechanical Road Calls	8.00	0.00	800%	30	6	400%
Accidents/100,000 Miles	2.67	4.40	-39%	0.97	6.59	-85%
Miles/Road Failure	4,677	0	467700%	6,847	37,958	-82%
CHARTER SERVICE					0	
Charters	40	577	-93%	456	1,503	-70%
Sports Charters	10,129	4,633	119%	23,693	9,266	156%
Total Passengers	10,169	5,210	95%	24,149	10,769	124%
Revenue						0%
Football Shuttle Charters				\$101,160	-\$300	-33820%
Trolley Charters				\$0	\$4,250	-100%
Total Miles	788	1,280	-38%	1,852	2,702	-31%
Total Hours	276.0	222.5	24%	603	488	24%

Prepared by H. Inhickson, Manager of Schnedling

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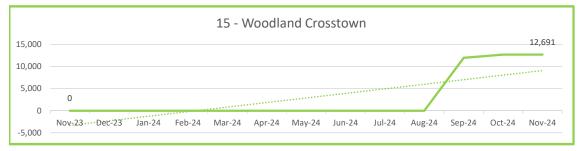


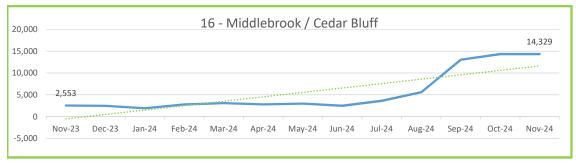




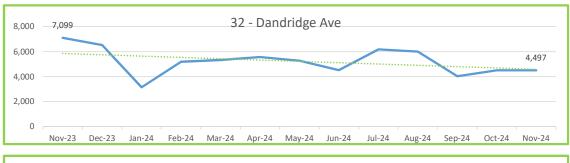








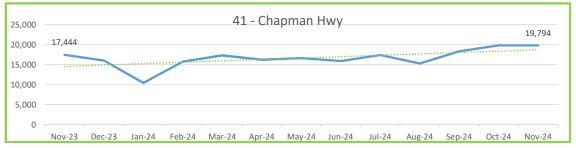


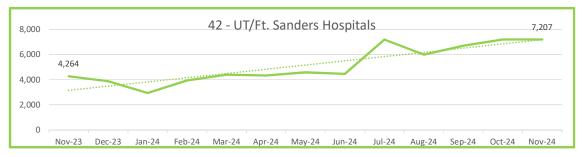








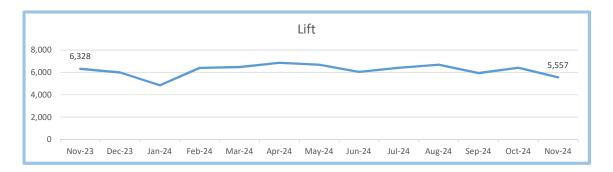














KAT RIDERSHIP November 2019



11 King 12 We 13 Bea 16 Cec 17 Sut 19 Lak 20 Cer 21 Lind 22 Bro 23 Mill 24 Insl	gston Pike stern Ave aumont dar Bluff Connector herland/Bearden eshore / Lonas Connector ntral Ave. / Clinton Hwy coln Park adway ertown kip/Breda Rd	421 29,262 12,737 2,540 3,090 8,864 557 10,764 2,922 22,320 5,235 2,644	347 27,780 13,392 2,963 2,805 6,970 515 10,297 3,471 24,141 4,759	21.3% 5.3% -4.9% -14.3% 10.2% 27.2% 8.2% 4.5% -15.8% -7.5%	1,601 143,343 65,695 15,015 15,515 43,766 2,594 60,494 15,530 128,853	1,925 141,692 68,882 15,150 15,019 37,764 2,861 58,059 18,929	-16.8% 1.2% -4.6% -0.9% 3.3% 15.9% -9.3% 4.2% -18.0%
12 We 13 Bea 16 Cec 17 Sut 19 Lak 20 Cer 21 Linc 22 Bro 23 Mill 24 Insl	stern Ave aumont dar Bluff Connector herland/Bearden eshore / Lonas Connector ntral Ave. / Clinton Hwy coln Park adway ertown kip/Breda Rd	12,737 2,540 3,090 8,864 557 10,764 2,922 22,320 5,235	13,392 2,963 2,805 6,970 515 10,297 3,471 24,141	-4.9% -14.3% 10.2% 27.2% 8.2% 4.5% -15.8% -7.5%	65,695 15,015 15,515 43,766 2,594 60,494 15,530	68,882 15,150 15,019 37,764 2,861 58,059 18,929	-4.6% -0.9% 3.3% 15.9% -9.3% 4.2% -18.0%
12 We 13 Bea 16 Cec 17 Sut 19 Lak 20 Cer 21 Linc 22 Bro 23 Mill 24 Insl	stern Ave aumont dar Bluff Connector herland/Bearden eshore / Lonas Connector ntral Ave. / Clinton Hwy coln Park adway ertown kip/Breda Rd	2,540 3,090 8,864 557 10,764 2,922 22,320 5,235	2,963 2,805 6,970 515 10,297 3,471 24,141	-14.3% 10.2% 27.2% 8.2% 4.5% -15.8% -7.5%	15,015 15,515 43,766 2,594 60,494 15,530	15,150 15,019 37,764 2,861 58,059 18,929	-0.9% 3.3% 15.9% -9.3% 4.2% -18.0%
16 Cec 17 Sut 19 Lak 20 Cer 21 Lind 22 Bro 23 Mill 24 Insl	dar Bluff Connector herland/Bearden eshore / Lonas Connector ntral Ave. / Clinton Hwy coln Park adway ertown kip/Breda Rd	3,090 8,864 557 10,764 2,922 22,320 5,235	2,805 6,970 515 10,297 3,471 24,141	10.2% 27.2% 8.2% 4.5% -15.8% -7.5%	15,515 43,766 2,594 60,494 15,530	15,019 37,764 2,861 58,059 18,929	3.3% 15.9% -9.3% 4.2% -18.0%
17 Sut 19 Lak 20 Cer 21 Lind 22 Bro 23 Mill 24 Insl	herland/Bearden eshore / Lonas Connector ntral Ave. / Clinton Hwy coln Park adway ertown kip/Breda Rd	8,864 557 10,764 2,922 22,320 5,235	6,970 515 10,297 3,471 24,141	27.2% 8.2% 4.5% -15.8% -7.5%	43,766 2,594 60,494 15,530	37,764 2,861 58,059 18,929	15.9% -9.3% 4.2% -18.0%
19 Lak 20 Cer 21 Lind 22 Bro 23 Mill 24 Insl	eshore / Lonas Connector ntral Ave. / Clinton Hwy coln Park adway ertown kip/Breda Rd	557 10,764 2,922 22,320 5,235	515 10,297 3,471 24,141	8.2% 4.5% -15.8% -7.5%	2,594 60,494 15,530	2,861 58,059 18,929	-9.3% 4.2% -18.0%
20 Cer 21 Lind 22 Bro 23 Mill 24 Insl	ntral Ave. / Clinton Hwy coln Park adway ertown kip/Breda Rd	10,764 2,922 22,320 5,235	10,297 3,471 24,141	4.5% -15.8% -7.5%	60,494 15,530	58,059 18,929	4.2% -18.0%
21 Lind 22 Bro 23 Mill 24 Insl	coln Park adway ertown kip/Breda Rd kridge	2,922 22,320 5,235	3,471 24,141	-15.8% -7.5%	15,530	18,929	-18.0%
22 Bro 23 Mill 24 Insl	adway ertown kip/Breda Rd kridge	22,320 5,235	24,141	-7.5%	1		
23 Mill 24 Insl	ertown kip/Breda Rd kridge	5,235			128.853	4.0	
24 Insl	kip/Breda Rd kridge		4 750		1 -0,000	130,162	-1.0%
	kridge	2 644	ਜ,≀ਹ੭	10.0%	28,111	26,439	6.3%
30 Par		∠ ,∪⊤⊤	2,273	16.3%	14,455	13,168	9.8%
		2,980	2,705	10.2%	16,213	13,890	16.7%
31 Mag	gnolia Ave.	18,211	18,630	-2.2%	96,541	99,620	-3.1%
32 Dar	ndridge	6,977	5,980	16.7%	35,102	32,403	8.3%
33 M.L	K.	3,666	3,224	13.7%	19,138	18,009	6.3%
34 Bur	lington	5,532	5,574	-0.8%	30,575	30,830	-0.8%
40 Sou	ıth Knoxville	3,714	3,081	20.5%	21,074	16,957	24.3%
41 Cha	apman Hwy	13,243	11,681	13.4%	68,551	60,923	12.5%
42 UT/	/Ft. Sanders Hospitals	3,819	3,480	9.7%	19,312	17,844	8.2%
44 Uni	versity Park	7,694	9,850	-21.9%	30,774	31,609	-2.6%
45 Ves	stal	6,062	4,784	26.7%	27,975	25,953	7.8%
90 Cro	sstown	6,490	6,994	-7.2%	37,156	37,574	-1.1%
Oth	er	-	-	0.0%	-	-	0.0%
SUBTOTAL		179,744	175,696	2.3%	937,383	915,662	2.4%
82 Ora	inge Line Trolley	15,785	15,679	0.7%	89,470	101,642	-12.0%
84 Gre	en Line Trolley	9,437	6,725	40.3%	56,681	50,729	11.7%
86 Blue	e Line Trolley	19,904	19,772	0.7%	105,775	106,394	-0.6%
88 Red	d Line Trolley	3,075	-	100.0%	11,267	-	100.0%
SUBTOTAL		48,201	42,176	14.3%	263,193	258,765	1.7%
TOTAL PASS	SENGERS WITH TROLLEYS	227,945	217,872	4.6%	1,200,576	1,174,427	2.2%
LIFT SERVIC	CE	5,571	5,518	1.0%	28,523	28,206	1.1%
LII I SERVIC		0,011	3,310	1.0 / 0	20,020	20,200	1,1 /0
TOTAL SCH	EDULED SERVICES	233,516	223,390	4.5%	1,229,099	1,202,633	2.2%
TOTAL CHA	RTER SERVICES	7,681	11,108	-30.9%	36,055	38,994	-7.5%
GRAND TOT	AL ALL KAT SERVICES	241,197	234,498	2.9%	1,265,154	1,241,627	1.9%



KAT RIDERSHIP_APC November 2024



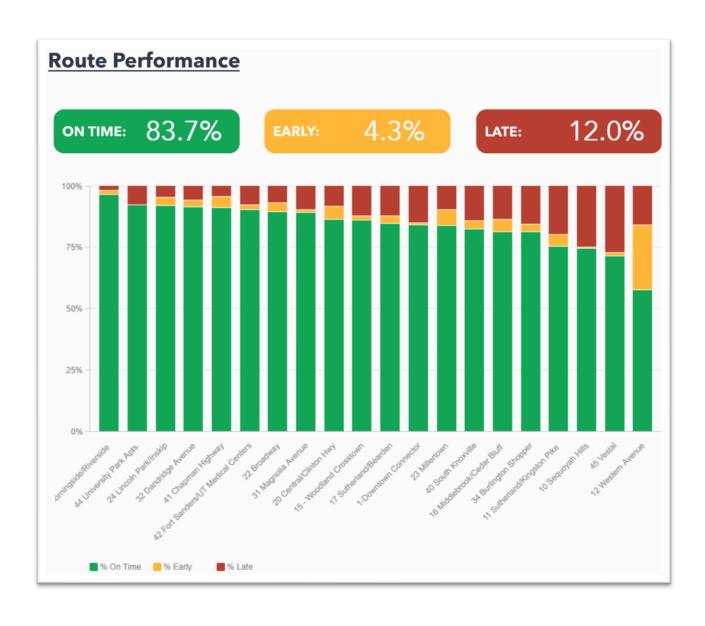
ROUTE #	ROUTE NAME	FY25	FY24	% CHANGE	YTD/FY25	YTD/FY24	% CHANGE
1	Downtown Connector	10,515	_	100.0%	34,393	-	100.0%
10	Sequoyah Hills	544	-	100.0%	1,704	-	100.0%
11	Kingston Pike	28,612	25,653	11.5%	145,387	127,972	13.6%
12	Western Ave	10,038	16,098	-37.6%	67,490	82,653	-18.3%
13	Beaumont	-	1,304	-100.0%	3,809	6,515	-41.5%
15	Woodland Crosstown	10,295	-	100.0%	37,604	-	100.0%
16	Cedar Bluff Connector	13,094	3,210	307.9%	50,498	17,563	187.5%
17	Sutherland/Bearden	6,365	8,455	-24.7%	42,449	39,277	8.1%
20	Central Ave/Clinton Hwy	18,480	11,956	54.6%	87,331	60,938	43.3%
21	Lincoln Park	-	3,300	-100.0%	6,692	16,900	-60.4%
22	Broadway	27,944	26,669	4.8%	150,767	139,711	7.9%
23	Millertown	2,233	4,645	-51.9%	18,854	24,472	-23.0%
24	Inskip/Breda Rd	4,751	2,761	72.1%	22,415	14,028	59.8%
30	Parkridge	-	3,187	-100.0%	6,594	17,321	-61.9%
31	Magnolia Ave.	24,861	19,307	28.8%	129,238	100,737	28.3%
32	Dandridge	4,328	5,381	-19.6%	25,966	29,510	-12.0%
33	M.L.K.	-	4,385	-100.0%	9,017	22,655	-60.2%
34	Burlington	13,858	6,987	98.3%	60,752	36,476	66.6%
37	Morningside/Riverside	5,016	-	100.0%	16,775	-	100.0%
40	South Knoxville	4,715	3,812	23.7%	21,098	17,429	21.1%
41	Chapman Hwy	18,463	17,056	8.2%	93,678	85,907	9.0%
42	UT/Ft Sanders Hospitals	6,321	4,322	46.3%	34,658	23,120	49.9%
44	University Park	11,377	4,989	128.0%	57,460	18,428	211.8%
45	Vestal	6,027	4,958	21.6%	29,224	24,968	17.0%
90	Crosstown	-	8,817	-100.0%	15,926	44,586	-64.3%
	Other	-	-	0.0%	-	-	0.0%
SUBTOT	AL	227,837	187,252	21.7%	1,169,779	951,166	23.0%
82	Orange Line Trolley	-	6,760	-100.0%	12,543	46,574	-73.1%
84	Green Line Trolley	-	7,352	-100.0%	15,801	43,205	-63.4%
86	Blue Line Trolley	-	18,893	-100.0%	37,053	102,160	-63.7%
SUBTOT	AL	-	33,005	-100.0%	65,397	191,939	-65.9%
TOTAL P	ASSENGERS WITH TROLLEYS	227,837	220,257	3.4%	1,235,176	1,143,105	8.1%
LIFT SEF	RVICE	5,557	6,328	-12.2%	31,000	31,771	-2.4%
KAT CO	NNECT	5		100.0%	5		100 00/
KAI CUI	MECI	3	-	100.070	3	-	100.0%
TOTAL S	CHEDULED SERVICES	233,399	226,585	3.0%	1,266,176	1,174,876	7.8%
TOTAL C	CHARTER SERVICES	10,169	13,960	-27.2%	1,042,951	1,175,790	-11.3%
CD A NID 7	POTAL ALL MAT SEDVICES	242.569	240 545	1 20/	2 200 127	2.350 (((1.00/
GKAND	TOTAL ALL KAT SERVICES	243,568	240,545	1.3%	2,309,127	2,350,666	-1.8%



MONTHLY RIDERSHIP REPORT

Month	Booked Trips	Completed	No-	Unique	Connected	Connected	Ineligible	On-Time
		Trips	Show/Cancel	Riders	w/ Route 12	w/ Route 20	Trip	Performance
							Requests	
September	34	17	10	7	4	13	0	85.29%
October	11	11	0	3	4	7	7	83.33%
November	6	5	1	2	4	1	0	100%

NOVEMBER 2024 ON-TIME PERFORMANCE



Title VI Analysis

KAT Proposed minor route changes for January 2025

(Prepared for December 19, 2024 KTA Review)

Background and Methodology

The Knoxville Transportation Authority approved the Recommended Network for the KAT Reimagined Plan. This included a new route network, expanded services on weekends, and more frequent service on many routes, and was based upon extensive public input

At the KTA meeting on May 23, 2013, the board approved KAT's Major Service Change Policy, by Title VI regulations. That policy is stated below:

Knoxville Area Transit (KAT) defines a "Major Service Change" as any change that affects 25% or more of the number of transit route miles of a route (addition or deletion); or 25% or more of the number of transit revenue vehicle miles of a route, computed daily for the day of the week for which the change is to be made (either addition or deletion). When a change is determined to be a "Major Service Change", KAT staff will conduct a service equity analysis, according to FTA Circulars 4702.1B and 4703.1, and present the results of that analysis to the KTA to be included when considering approval of the said change. A temporary addition or deletion of service (e.g., demonstration projects) or detours are exempt from KAT's definition of Major Service Change. Should the temporary change of service last longer than twelve (12) months, the service change will be considered a Major Service Change, and a service equity analysis will be conducted by KAT staff and considered by the KTA.

Proposed route changes/adjustments for January 2025:

- Route 1 Extend Monday -Thursday hours to match Friday last trip 10:15 pm; revised routing to serve Downtown ONLY, provide 15-minute service
- Route 20 Revise routing from Central to Magnolia to Hall of Fame
- Route 22 Adjust departure times from Knoxville Station to:15 and:45 past the hour
- Route 23 Extend Weekday service: last trip at 7:45 pm; add Saturday service: first trip at 7:45 am, last trip at 7:45 pm
- Route 37 Increase to 30-minute Service on Saturday due to interline with Route 23
- Route 40 Revise routing from KS serving James White Pkwy, Sevier Ave, Island Home to regular route
- Route 41 Revise routing from KS serving James White Pkwy, Sevier Ave, and Blount Ave to the regular route

SUMMARY OF FINDINGS

The attached information provides details on the proposed changes. Route 1 – Downtown Connector constitutes a major service change because it has a reduction in service averaging approximately 34%. The other route changes are minor adjustments, they do not constitute a Major Service Change.

Instead, we review the accrual of benefits, to determine if benefits are accrued to minority and low-income populations at a rate equal to the overall system-wide minority and low-income populations

Detailed explanation of the analysis

The following is a **step-by-step description of the analytical methodology** that we followed to determine whether the proposed change would have a disparate impact on minority populations or a disproportionate burden on low income populations

DETAILED ANALYSIS OF PROPOSED ROUTES

Route 1	- Downtown	Connector					
A. Major	Service Cha	ange?	YES				
Ridership	10,515						
B.	Minority	Adverse Imp	acts Lev	el: Low for	service times	oan inc	rease
C. Dispa	arate Impact	Policy for Mir	nority Po	pulations /	Analysis		
	% minority	System-Wide %	Difference				
	51.30%	45%	6%	Does not me	et the +10% thresh	old of alt	ernatives analysis.
_							
Passenge	rs by month						
	Minority	Non-Minority					
	5,394	5,121					
D.	Low Income	Adverse Imn	acts I ev	el· I ow for	service times	nan inc	rease
					opulations An		icasc
			,		P	,	
	% low income	System-Wide %	Difference				
	38.30%	62%	-24%	Does not me	et the +10% thresh	old of alt	ernatives analysis.
	Low Income	Non-Low Income					
	4,027	6,488					

A. Major Se Ridership B. C. Disparat	18,480	ange?	NO			
Ridership B.	18,480					
B.						
B.						
	Minority	Adverse Impa	acts Lev	el: Low for	revise route	
O. Disparat						
	ie iiiipaci	l Olicy for Ivili	lority i o	pulations	Allalysis	
9/	6 minority	System-Wide %	Difference			
	6.10%	45%	-39%	Does not me	et the +10% threshold	of alternatives analysis.
Passengers by						
	Minority	Non-Minority				
	1,127	17,353				
D. Lov	w Income	Adverse Impa	acts Lev	el: Low for	revise route	
- D.	4. 4					
E. Disprop	ortionate	Burden Policy	y for Low	/-income P	opulations Analy	'SIS
				1		
% I	ow income	System-Wide %				
	23.40%	62%	-39%	Does not me	et the +10% threshold	of alternatives analysis.
1	ow Income	Non-Low Income				
	4,324	14,156				
	7,027	14,100				
						'
Route 22 -	Broadway					
A. Major Se			NO			
A. Wajor Se	er vice Cria	inge :	NO			
Didorohin	27.044					
Ridership	27,944	A diverse a lesso	aata Law	al. Adiat I	Damantuna tima	
	Minority				Departure time	
C. Disparat	te Impact	Policy for Mir	nority Po	pulations A	Analysis	
0	/ main a mitur	Cychom Wide 0/	D:#aranaa			
9	6 minority 20.30%	System-Wide % 45%	-25%	Does not me	et the ±10% threshold	of alternatives analysis.
	20.00 /0	75/0	20/0	Does not me	octio i 1070 tillesilolu	or alternatives analysis.
Passengers by	y month					
	Minority	Non-Minority				
	5,673	22,271				
D. Lov	w Income	Adverse Imp	acts I ev	el: Adiust I	Departure time	
		-			opulations Analy	reie
L. Dispiope	oi lionale	Darden Folk	y IOI LOW	-illoulle P	opulations Analy	313
% 1	ow income	System-Wide %	Difference			
70 1	22.90%	62%	-39%	Does not me	et the +10% threshold	of alternatives analysis.
Lo	ow Income	Non-Low Income				
	6,399	21,545				

Route 2	3 - Millertowi	n					
A. Major	Service Cha	ange?	NO				
Ridership	2,233						
B.	Minority	Adverse Imp	acts Lev	el: Low for	service timespa	n inc	crease
C. Dispa	arate Impact	Policy for Mir	nority Po	pulations	Analysis		
_							
	% minority	System-Wide %	Difference				
	25.90%	45%	-19%	Does not me	et the +10% threshold	of al	ternatives analysis.
Passenger	s by month						
	Minority	Non-Minority					
	578	1,655					
D.	Low Income	Adverse Imp	acts Lev	el: Low for	service timespa	n in	crease
E. Dispr	oportionate	Burden Policy	y for Low	/-Income P	opulations Analy	/sis	
_							
	% low income	System-Wide %	Difference				
	15.90%	62%	-46%	Does not me	et the +10% threshold	of al	ternatives analysis.
	Low Income	Non-Low Income					
	355	1,878					

Route 3	7 - Mornings	ide/Riverside					
A. Majoi	Service Cha	ange?	NO				
Ridership	5,016						
B.	Minority	Adverse Imp	acts Lev	el: Low for	service time	espan in	crease
C. Dispa	arate Impact	Policy for Mir	nority Po	pulations A	Analysis		
	% minority	System-Wide %	Difference				
	40.10%	45%	-5%	Does not me	et the +10% thr	eshold of al	ternatives analysis.
Passenge	rs by month						
	Minority	Non-Minority					
	2,011	3,005					
D.	Low Income	Adverse Imp	acts Lev	el: Low for	service time	espan in	crease
E. Dispr	oportionate	Burden Polic	y for Low	/-Income P	opulations	Analysis	
	% low income	System-Wide %	Difference				
	41.10%	62%	-21%	Does not me	et the +10% thr	eshold of al	ternatives analysis.
	Low Income	Non-Low Income					
	2,062	2,954					

Route 4	0 - South Kn	oxville					
A. Major	Service Cha	ange?	NO				
Ridership	4,715						
B.	Minority	Adverse Imp	acts Lev	el: Low for	revise route		
C. Dispa		Policy for Mir					
G1 5 16 pc					inaly old		
	% minority	System-Wide %	Difference				
	17.90%	45%	-27%	Does not me	et the +10% threshold	of alt	ernatives analysis.
							,
Passengei	rs by month						
	Minority	Non-Minority					
	844	3,871					
D.	Low Income	Adverse Imp	acts Lev	el: Low for	revise route		
E. Dispr	oportionate	Burden Polic	v for Low	/-Income P	opulations Analy	/sis	
•					,		
	% low income	System-Wide %	Difference				
	32.80%	62%	-29%	Does not me	et the +10% threshold	of alt	ernatives analysis.
							•
	Low Income	Non-Low Income					
	1,547	3,168					
Route 4	1 - Chapmar	Highway					
	Service Cha		NO				
A. Wajoi	Service Cire		INO				
.							
Ridership	18,463		_		-		
В.	Minority	Adverse Imp	acts Lev	el: Low for	revise route		
C. Dispa	arate Impact	Policy for Mir	nority Po	pulations A	Analysis		
	% minority	System-Wide %	Difference				
	21.50%	45%	-24%	Does not me	et the +10% threshold	of alt	ernatives analysis.
Passenger	rs by month						
	Minority	Non-Minority					
	3,970	14,493					
D.	Low Income	Adverse Imp	acts Lev	el: Low for	revise route		
E. Dispr	oportionate	Burden Policy	y for Low	/-Income P	opulations Analy	/sis	
	% low income	System-Wide %	Difference				

Because the percent low income of these routes does not meet the threshold set by the Disproportionate Burden Policy (10 percentage points beyond the system-wide percentage), there is no need for an alternative analysis for these route changes, as it is determined that low-income populations will not experience a disproportionate burden.

Does not meet the +10% threshold of alternatives analysis.

21.13%

Low Income

3,901

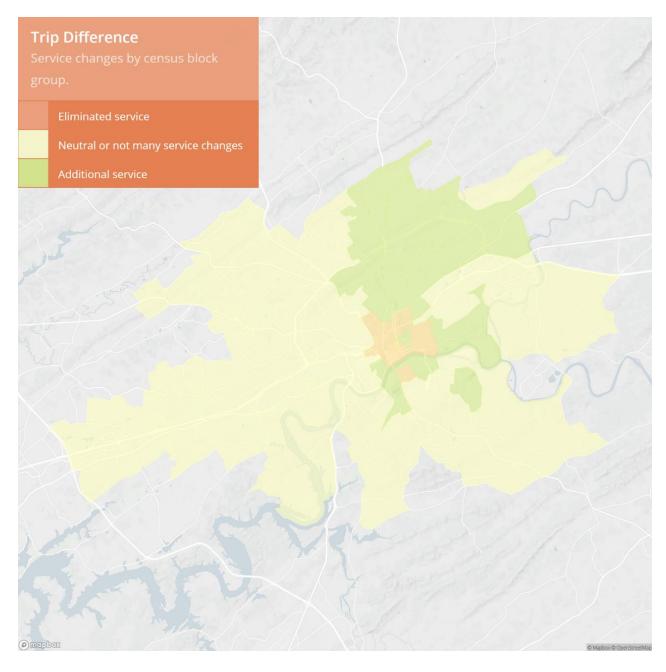
62%

Non-Low Income

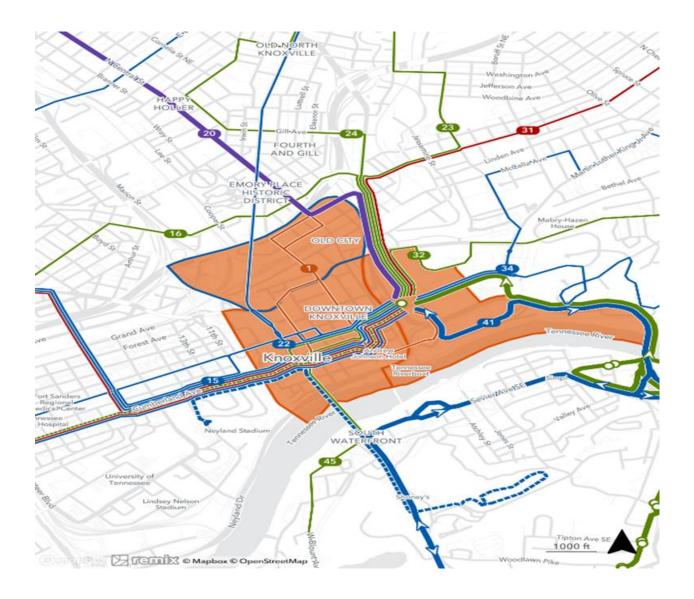
14,562

-41%

The map below shows where service has increased or decreased across the service area. Service has been concentrated in the core, as well as along primarily major corridors.



The block groups shown in darker orange are shown in detail below. Census blocks showing a reduction in service are primarily concentrated in the downtown area and are influenced by routing and frequency changes to the Route 1- Downtown connector.



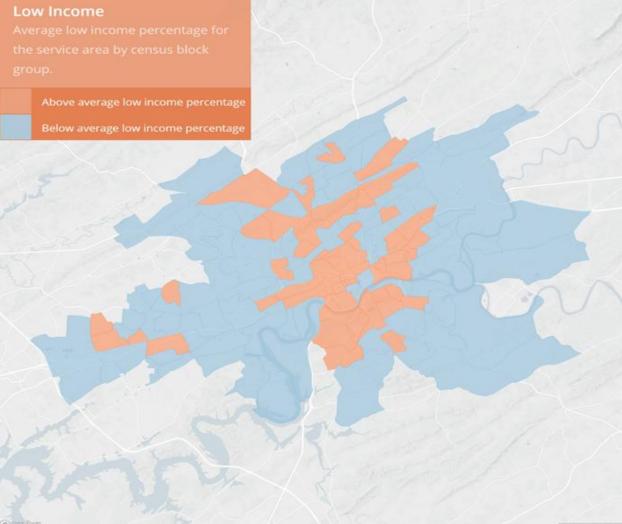
The analysis analyzed each route both in the January network and the August network. More frequent service means more potential people trips (opportunities to travel). This idea of measuring frequency in addition to service coverage is an additional analytical tool that allows us to measure the full impact of the service changes and benefits to the service area.

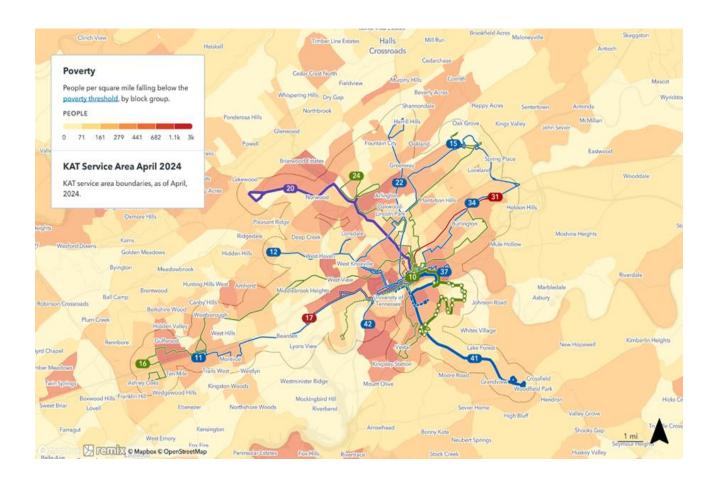
The resulting comparison shows a decrease of 39,207,585 people's trips under the new network, computed annually. Breaking that down, people trip for low-income populations decreased by 11,950,973, and people trip for minority populations decreased by 10,978,795.

Low-income populations within the service area see an 11.3% decrease in people trips (opportunities to travel), and minority populations see a 1.4% decrease.

This map shows low income in census tracts covered in whole or in part by KAT services.

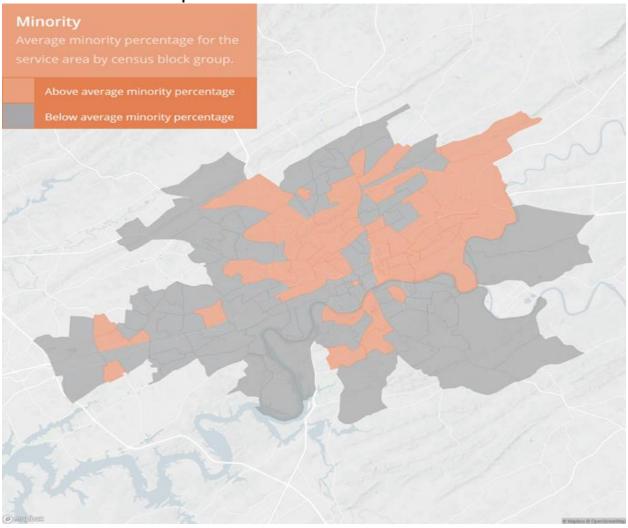
EXHIBIT A: Low-Income Maps

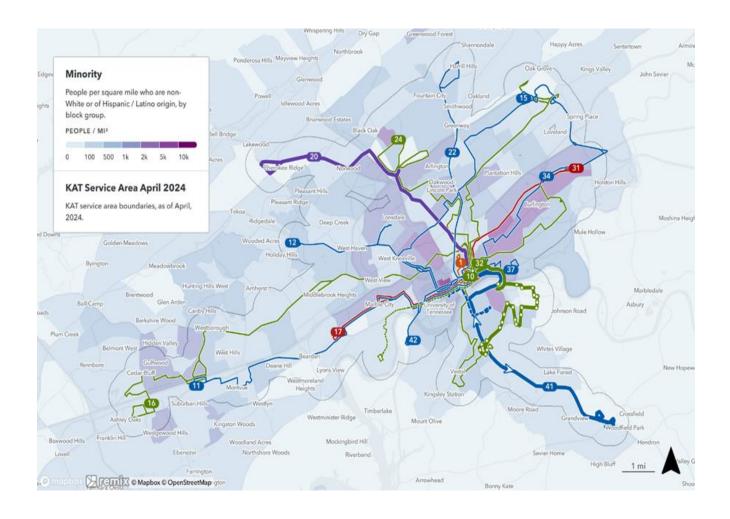




The following map shows minority percentages by census block group, with the map following showing the overlay of the KAT service area.

EXHIBIT B: Low-Income Maps





		Before (Int	oound)			Before (Out	bound)		After (Inbound) After (Outbound)							Difference					
	Population	Low		(Annually	Population	Low		(Annually	Population	Low		(Annually	Population	Low		(Annually	People-Trips	Low Income	Minority People-	Change Borne	Change Borne
Route	(within 1/4 mi)	Income	Minority)	(within 1/4 mi)	Income	Minority)	(within 1/4 mi)	Income	Minority)	(within 1/4 mi)	Income	Minority)	(Population * Trips)	People-Trips	Trips	By Low Income	by Minorities
1 - Downtown Connector	2,549	27.1%	16.7%	24,600	3,616	32.4%	29.6%	24,600	3,151	28.0%	16.6%	21,385	2,460	28.0%	17.7%	21,385	-31,667,765	-12,122,161	-16,247,400	38.3%	51.3%
10 Sequoyah Hills	9,335	50.8%	20.6%	1,275	9,396	51.2%	20.6%	1,275	9,335	50.8%	20.6%	1,275	9,396	51.2%	20.6%	1,275	0	0	0	0.0%	0.0%
11 - Sutherland / Kingston Pike	15,602	36.7%	22.0%	11,400	15,617	37.6%	22.8%	11,145	15,560	36.6%	22.1%	11,400	14,341	38.9%	21.9%	11,145	-14,699,820	-3,573,353	-4,782,480	24.3%	32.5%
12 - Western Avenue -NEW	12,103	47.6%	27.1%	12,115	12,010	47.3%	27.0%	12,115	12,103	47.6%	27.1%	12,115	12,010	47.3%	27.0%	12,115	0	0	0	0.0%	0.0%
15 Woodland Crosstown	18,518	38.9%	27.0%	12,115	18,605	39.1%	26.9%	12,115	18,518	38.9%	27.0%	12,115	18,605	39.1%	26.9%	12,115	0	0	0	0.0%	0.0%
16 Middlebrook Cedar Bluff	14,067	26.2%	29.9%	5,985	14,019	26.5%	30.0%	5,310	14,067	26.2%	29.9%	5,985	14,019	26.5%	30.0%	5,310	0	0	0	0.0%	0.0%
17 - Sutherland / Bearden	11,517	49.3%	24.0%	6,980	11,009	50.0%	23.4%	7,235	11,517	49.3%	24.0%	6,980	11,009	50.0%	23.4%	7,235	0	0	0	0.0%	0.0%
20 - Central / Clinton Hwy (A)	8,270	25.1%	22.8%	12,060	8,513	25.0%	22.7%	11,750	7,284	25.4%	25.0%	12,060	7,706	25.0%	24.5%	11,750	-21,373,410	-5,001,509	-1,301,210	23.4%	6.1%
20 - Central / Clinton Hwy (B)	5,557	23.1%	25.0%	420	0			0	5,709	23.0%	25.0%	420	0			0	63,840	13,095	15,120	20.5%	23.7%
22 Broadway	9,442	22.2%	19.9%	11,805	10,151	20.8%	19.8%	11,750	9,591	22.2%	19.9%	12,480	10,239	21.0%	19.8%	12,060	12,440,960	2,844,975	2,531,530	22.9%	20.3%
23 Millertown / Fairmont	7,466	15.9%	25.8%	2,805	7,266	15.9%	26.1%	2,805	7,466	15.9%	25.8%	4,030	7,266	15.9%	26.1%	4,030	18,046,700	2,871,685	4,675,825	15.9%	25.9%
24 - Lincoln Park/Inskip	9,981	22.4%	22.9%	5,310	8,475	26.3%	26.8%	5,310	9,981	22.4%	22.9%	5,310	8,475	26.3%	26.8%	5,310	0	0	0	0.0%	0.0%
31 Magnolia Avenue - NEW	5,838	25.0%	66.5%	18,855	5,885	25.3%	67.0%	18,235	5,838	25.0%	66.5%	18,855	5,885	25.3%	67.0%	18,235	0	0	0	0.0%	0.0%
32 -Dandridge Avenue - NEW	4,949	32.4%	63.4%	5,310	5,019	32.2%	63.1%	5,255	4,949	32.4%	63.4%	5,310	5,019	32.2%	63.1%	5,255	0	0	0	0.0%	0.0%
34 - Burlington Shopper	6,829	31.3%	70.0%	12,315	6,997	30.9%	69.8%	11,805	6,829	31.3%	70.0%	12,315	7,011	31.0%	69.8%	11,805	165,270	79,265	82,635	48.0%	50.0%
37 - Morningside / Riverside	3,086	41.4%	40.8%	9,190	3,211	40.9%	39.4%	8,060	3,086	41.4%	40.8%	9,850	3,211	40.9%	39.4%	8,720	4,156,020	1,709,269	1,665,840	41.1%	40.1%
40 South Knoxville	7,749	25.6%	20.2%	5,930	7,430	26.9%	21.5%	5,620	5,470	23.8%	21.6%	5,930	5,786	24.1%	22.1%	5,620	-22,753,750	-7,453,728	-4,069,900	32.8%	17.9%
41 Chapman Hwy (A)	5,155	24.3%	17.7%	8,670	5,116	23.6%	17.9%	11,860	5,719	26.9%	19.5%	8,670	6,309	28.2%	21.2%	11,750	18,344,870	9,039,532	6,629,720	49.3%	36.1%
41 Chapman Hwy (B)	1,875	12.4%	15.3%	310	0			0	1,875	12.4%	15.3%	365	0			0	103,125	12,801	15,785	12.4%	15.3%
41 Chapman Hwy (C)	5,151	24.2%	17.7%	3,025	0			0	4,328	25.0%	18.9%	2,970	0			0	-2,727,615	-566,572	-341,330	20.8%	12.5%
42 Ft. Sanders / UT Medical Ctr	9,078	62.2%	22.0%	12,115	9,436	63.4%	21.7%	12,115	9,078	62.2%	22.0%	12,115	9,436	63.4%	21.7%	12,115	0	0	0	0.0%	0.0%
44 University Park	3,647	35.4%	19.3%	6,120	4,080	35.9%	20.9%	6,120	3,647	35.4%	19.3%	6,120	4,080	35.9%	20.9%	6,120	0	0	0	0.0%	0.0%
45 Vestal	5,083	26.4%	24.8%	5,930	5,288	25.9%	25.0%	5,620	5,083	26.4%	24.8%	5,930	5,288	25.9%	25.0%	5,620	0	0	0	0.0%	0.0%
All Changes (both directions)	94,537	27.0%	31.0%	384,740					94,688	27.0%	31.0%	382,955					-39,901,575	-12,146,702	-11,125,865	30.4%	27.9%
												Low Income	Minority								
										Cl	hange Borne	30.4%	27.9%								
											Area Averag	19.1%	26.5%								
											Delta	11.3%	1.4%								

		Low		Trips	
Census ID	Population	Income	Minority	Before	Trips After
470930026002	1667	41.5%	59.5%	96515	96515
470930022002	1939	21.0%	19.6%	11550	11550
470930022001	992	5.7%	2.2%	11550	11550
470930039022	2093	29.2%	34.5%	24230	24230
470930040002	766	37.0%	20.1%	5310	5310
470930050001	1480	2.8%	5.7%	0	0
470930038013	1197	2.2%	12.9%	0	0
470930037003	1021	6.0%	8.9%	36760	36760
470930044011	2389	1.0%	6.7%	0	0
470930049002	1852	51.0%	31.9%	24230	24230
470930046152	2228	22.2%	21.1%	0	0
470930070002	1221	57.5%	53.0%	59755	59755
470930014001	853	6.7%	51.0%	48460	48460
470930024002	643	30.3%	23.0%	11550	11550
470930048003	609	0.0%	4.6%	24230	24230
470930044032	1850	8.5%	23.2%	22545	11400
470930015002	1105	17.4%	34.4%	58405	59390
470930061041	3298	3.8%	13.1%	24230	24230
470930018002	1267	27.9%	25.9%	29840	32290
470930037001	1535	32.2%	19.6%	36760	36760
470930067002	1217	26.3%	90.0%	61210	61210
470930034002	1916	9.3%	11.0%	23865	23755
470930035022	1457	53.7%	11.0%	35780	35780
470930044041	1360	2.1%	9.1%	22545	22545
470930039012	1529	23.8%	39.0%	0	0
470930038021	1902	9.4%	25.3%	35525	35525
470930035011	1310	35.2%	36.0%	11550	11550
470930046103	800	43.8%	41.8%	33840	33840
470930009011	2176	0.0%	21.3%	135790	157175
470930008003	1922	41.2%	13.7%	58895	47180
470930057044	1272	5.3%	24.4%	0	0
470930030003	2053	18.7%	26.0%	29840	32290
470930029001	1813	35.7%	29.3%	58405	59390
470930032002	1725	17.8%	83.4%	71775	71775
470930046111	2503	7.3%	26.3%	11295	11295
470930027002	1463	48.7%	41.3%	35525	35525
470930028002	369	44.2%	67.8%	24230	24230
470930045022	1590	0.8%	9.1%	33840	22695
470930014003	611	49.1%	47.5%	48460	48460
470930040004	1905	19.9%	13.9%	34850	34850
470930024003	1738	33.3%	32.0%	102070	123345
470930029002	1690	50.6%	55.1%	58405	59390
470930049001	2292	14.4%	25.2%	0	0
470930048002	1194	7.6%	11.4%	24230	24230
470930045011	1648	6.0%	9.9%	33840	33840

470930027001	938	10.9%	28.6%	77880	66735
470930056032	2530	9.0%	16.8%	23865	23755
470930033001	2286	7.0%	26.8%	71775	71775
470930022003	866	6.1%	3.6%	5930	11550
470930020001	1183	14.9%	87.0%	71775	71775
470930045012	1502	16.0%	28.4%	33840	33840
470930020003	619	51.9%	89.3%	89025	90345
470930047002	2158	12.4%	14.7%	35980	35980
470930009021	3061	96.1%	17.9%	124240	124240
470930015001	1480	27.9%	34.3%	88245	91680
470930041002	514	16.5%	6.4%	34850	34850
470930040001	1324	12.9%	32.6%	5310	5310
470930016002	2146	2.0%	10.0%	64015	67450
470930038011	833	12.7%	12.0%	11295	11295
470930069031	1291	80.9%	20.1%	196050	169220
470930034003	443	26.6%	13.1%	41035	40925
470930028004	1212	6.0%	52.7%	24230	24230
470930046151	2355	16.2%	22.6%	11295	11295
470930035021	873	57.3%	54.1%	35780	35780
470930054012	771	10.2%	8.2%	0	0
470930038014	905	4.4%	21.3%	29420	18275
470930046102	680	0.0%	15.4%	11295	11295
470930048001	1760	31.0%	29.4%	24230	24230
470930018001	1257	11.1%	18.9%	5610	8060
470930042001	1262	15.8%	26.9%	23555	24540
470930069021	999	35.4%	21.1%	112000	112000
470930069011	2727	69.2%	12.2%	123295	123295
470930024001	2125	15.5%	30.0%	46965	46855
470930021002	2078	15.2%	67.8%	39365	40685
470930028001	978	2.1%	12.8%	24230	24230
470930071003	892	5.8%	15.0%	36760	36760
470930044033	2130	0.0%	5.1%	0	0
470930046131	2251	11.6%	20.5%	11295	11295
470930041003	1703	13.9%	33.5%	28865	29850
470930026001	865	26.8%	22.9%	74835	74835
470930055012	1313	7.3%	13.6%	11860	11750
470930056041	1509	8.7%	1.7%	11550	11550
470930046101	2804	31.6%	39.9%	11295	11295
470930052022	1863	7.2%	26.8%	53960	56410
470930043003	1246	4.5%	9.5%	5610	8060
470930068004	355	38.9%	83.9%	340305	329795
470930016001	1249	35.3%	8.5%	50590	52800
470930044043	757	0.0%	19.2%	22545	22545
470930048004	1804	9.6%	23.9%	24230	24230
470930070001	1613	25.5%	64.4%	59755	59755
470930039011	2594	10.1%	15.3%	24230	24230
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470930043001	1239	23.6%	28.4%	23555	24540
470930017002	1179	12.8%	27.9%	64015	67450
470930031001	1385	6.7%	40.9%	53960	56410
470930050003	1628	22.4%	23.1%	23555	24540
470930045021	2202	16.9%	22.9%	33840	33840
470930040003	366	3.8%	9.3%	34850	34850
470930023001	1610	22.0%	22.2%	59205	59095
470930052031	2300	3.2%	36.2%	0	0
470930047001	2359	6.1%	23.5%	24230	24230
470930071002	1311	13.3%	4.4%	2550	2550
470930015003	821	15.5%	26.7%	59080	59080
470930055011	1426	18.7%	13.6%	23865	23755
470930054011	2132	6.4%	10.4%	0	0
470930038022	1661	4.8%	49.4%	35525	35525
470930067001	529	16.1%	28.5%	195865	192870
470930021001	802	18.6%	74.9%	34685	34685
470930017001	1538	14.8%	35.5%	64015	67450
470930039021	1186	15.6%	48.2%	34850	34850
470930023002	1635	9.1%	14.6%	46965	46855
470930057041	2643	14.0%	10.9%	33840	33840
470930041004	1342	8.5%	23.9%	23555	24540
470930068003	928	53.3%	31.6%	371770	369930
470930057014	765	0.0%	7.3%	0	0
470930042002	2062	6.5%	6.9%	23555	24540
470930020002	1118	31.0%	81.9%	71775	71775
470930069032	1121	76.8%	43.4%	124240	124240
470930041001	1090	2.2%	20.8%	5310	5310
470930034001	1602	9.2%	11.2%	23865	23755
470930044031	1420	19.9%	18.0%	33840	33840
470930069022	2035	82.9%	17.1%	124240	124240
470930068002	1996	40.9%	42.3%	88085	76555
470930014002	815	51.2%	49.7%	24230	24230
470930067003	962	25.8%	45.0%	66820	69270
470930019001	1439	26.3%	71.1%	71775	71775
470930057011	1198	0.0%	1.8%	0	0
470930071001	1766	5.3%	19.9%	39310	39310
470930035012	659	3.9%	0.0%	2550	2550
470930046091	1975	23.8%	43.6%	11295	11295
470930046141	1927	1.0%	16.4%	0	0
470930008002	879	13.5%	8.6%	144095	164210
470930001002	1055	20.9%	16.7%	219075	198600
470930066003	991	19.4%	5.1%	82635	83620
470930057062	2010	6.1%	35.6%	11295	11295
470930066001	1335	44.9%	24.2%	143130	137685
470930028003	1963	33.2%	70.9%	53770	53770
470930038012	1399	3.6%	10.4%	11295	11295

470930032001	1559	15.9%	59.9%	71775	71775
470930050002	1062	6.2%	11.5%	23555	24540
470930030001	1461	11.4%	16.6%	29840	32290
470930057061	3156	5.4%	16.9%	11295	11295
470930069012	1454	70.6%	20.6%	112000	112000
470930051002	1936	1.1%	26.2%	11750	12060
470930046142	1904	14.3%	10.1%	11295	11295
470930031002	1493	12.7%	29.3%	5610	8060
470930046081	1791	12.6%	17.8%	24230	24230
470930008001	1599	40.2%	43.1%	23790	44210
470930043002	606	10.9%	9.2%	77515	80950
470930060022	1346	13.4%	15.8%	24230	24230
470930037002	360	8.9%	0.0%	36760	36760
470930030002	1355	29.2%	48.8%	53395	56830
470930066002	939	6.0%	9.1%	88245	91680
470930044042	2159	8.2%	22.3%	22545	22545
470930068001	1153	53.9%	74.2%	119235	98405
470930001001	1507	17.3%	10.6%	384010	382170
470930046093	2249	14.7%	26.3%	11295	11295

Accrual Of Benefits Analysis - Improvements Proposed changes for January 2025 The proposed changes involve service improvements - expanded service and additional service locations. Each route with improvements was analyzed as part of an overall accrual of benefits to determine if the improvements were distributed among minorities and low income routes in equal or greater proportion to the system-wide percentages of each. Below is a summary chart showing each route that had improvements, the number of minority and non-minority passengers for November 2024, and the number of low income and non-low income passengers for that same month, based on the surveyed percentage of minority and low income passengers by route. The passenger numbers are totaled for an overall accrual of benefits. This is compared with the system-wide percentages of minority and low income. Non-Minority Low Income Non Low Income Minority 5,394 5,121 4,027 6,488 1 20 1,127 17,353 4,324 14,156 22 5,673 22,271 6,399 21,545 355 23 578 1,655 1.878 2,954 37 2,011 3,005 2,062 40 844 3,871 1,547 3,168 41 3,970 14,493 4,930 13,533 **Totals** 19,597 67,769 87,366 63,722 Percent 22% 44% 59% 100%

62%

System

45%

System



RESOLUTION

KNOXVILLE TRANSPORTATION AUTHORITY

A Resolution of the Knoxville Transportation Authority approving January 2025 route changes and Title VI Analysis

WHEREAS, the Knoxville Transportation Authority has jurisdiction over Knoxville Area Transit routes; and

WHEREAS, The KTA has held public meetings to receive comments and feedback on the proposed January 2025 route changes; and

WHEREAS, The KTA has been provided with the January 2025 route proposal, and

WHEREAS, the KTA has now been provided with the Title VI Analysis of the proposed route changes, to be fully implemented on January 27, 2025

NOW THEREFORE, BE IT RESOLVED BY THE KNOXVILLE TRANSPORTATION AUTHORITY (KTA):

The Knoxville Transportation Authority, after review, approves the Title VI Analysis for January 27, 2025 route changes.

Chair, Knoxville Transportation Authority	•	Date