# Knoxville Transportation Authority

Meeting Date: Thursday, July 24, 2025



Monthly Report
June 2025

Indya Kincannon MAYOR (865) 215-2040



### **AGENDA**

Thursday, July 24, 2025

City-County Building, Main Assembly Room

- II. Approval of Minutes June

**Determination of Quorum** 

III. Reports

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- 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
  - a. Public Hearing over proposed route changes
  - b. Route changes recommendations
    - i. Route 1-Downtown Connector
      - · Title VI Analysis
    - ii. Route 16-Cedar Bluff/Middlebrook
- VI. Public Comments
- VII. Set the next meeting for August 28, 2025 & Adjourn

Debbie Helsley CHAIR

**Dustin Durham** VICE-CHAIR

Bethany Starritt
RECORDING SECRETARY

Candace Brakewood Rick Whitted Aly Taylor Mary Thom-Adams Nancy Nabors Eboni Winford Zach Roskop

John Lawhorn
ATTORNEY TO KTA

### I. Determination of Quorum

Chair Helsley called the meeting to order. She stated they had a quorum.

Commissioners in attendance:

Chair Helsley

Vice-Chair Durham

Commissioner Brakewood

Commissioner Thom Adams

Commissioner Roskop

### II. Approval of Minutes

Chair Helsley asked if there were any questions or comments for the May minutes. There were none.

Commissioner Brakewood gave the 1<sup>st</sup> motion, and Vice-Chair Durham gave the 2<sup>nd</sup> motion. All were in favor, none opposed.

### III. Reports

### a. KTA Chair

Chair Helsley stated she had no report.

### b. Commissioner's Comments

Vice-Chair Durham invited the board to come to KAT Krawl, an event hosted on June 26<sup>th</sup>, in support of his Yes Knoxville non-profit. He stated they would stop at three local bars: the first was Last Days of Autumn, the second was Orange Hat, and the third was Knox Brew Hub. He stated that at Orange Hat, they would hand out system maps and allow participants to create what they believed was a better web of connections and envision new routes. He continued, stating that at Knox Brew Hub, participants would be creating their artistic bus shelters. He stated he was not sure how many people would show up, so they planned to have multiple buses.

Commissioner Roskop stated that during his time on the KTA Board he had made several efforts to ride the bus, and every time it has been excellent.

#### c. Staff

### i. City of Knoxville Director of Transit

Mr. Thorne stated he only had two items to discuss. He stated that there was a slight decrease in ridership last month, but stated KAT is still at 85.4% for on-time performance. He stated it was still a 10% increase before KAT Reimagined and that we will end up above the 2024 ridership percentage by next month's report.

Commissioner Brakewood asked if KAT had any idea why ridership decreased, to which Mr. Thorne stated that he had not investigated it with planning yet, but that he knew there had been a lot of rainy days. He stated that it was very odd that there was a 3% decrease, especially when KAT had seen an increase every month.

Chair Helsley then asked if rain normally affects ridership, to which Mr. Thorne stated yes. Vice-Chair Durham then asked if there are increases in ridership during heat waves or hot weather to escape the heat. Mr. Thorne stated yes, and that Knoxville Station allows passengers to come and cool down.

Mr. Thorne also stated that for the next meeting, KAT will be presenting two route changes that will require a public hearing. Mr. Mercer stated that they would have a presentation for next month's meeting and that it would be for Routes 1 and 16. Mr. Lawhorn then asked if they would be presenting the changes and then conducting a public hearing. Mr. Thorne replied they had previously talked about the changes to the board, and the public hearing would take place at the next meeting, and would publish that notice.

### ii. TPO Transit Planner

Mr. Burton stated he had nothing to report, but that the travel survey would be continued in the fall.

### IV. New Business

Vice-Chair stated that he would be interested in creating a group to discuss or brainstorm ideas to improve transit. Mr. Lawhorn stated that the KTA has typically created a subcommittee for those who want to discuss single-purpose ideas. He continued stating it is usually around 3 to 4 members and that the requirements are the same as the KTA board. That they would meet during the Open Meetings Act,

and would report back to the KTA board occasionally, and that the chair would be the one to set up the subcommittee. Vice-Chair Durham then stated that he is interested in setting it up and that at the next meeting, they could see who is interested and would like to join.

### V. Old Business

There was no old business.

### VI. Public Comments

There were no public comments.

### VII. Set the Next Meeting and Adjourn

Chair Helsley set the meeting for July 24, 2025, at 3:00 pm.

Respectfully Submitted, Bethany H. Starritt KTA Recording Secretary



ROUTE NUMBER	ROUTE NAME	RIDERSHIP	Percentage of Ridership	MILES	Percentage of Miles	HOURS	Percentage of Hours	Passg/ Mile	Passg/ Hour
1	Downtown Connector	5,558	2.9%	6,767	2.7%	905	4.6%	0.82	6.14
10	Sequoyah Hills	426	0.2%	1,323	0.5%	121	0.6%	0.32	3.53
11	Kingston Pike	23,724	12.5%	23,962	9.6%	1,950	10.0%	0.99	12.16
12	Western Ave	9,594	5.0%	23,026	9.2%	1,551	7.9%	0.42	6.19
15	<b>Woodland Crosstown</b>	10,920	5.7%	22,835	9.2%	1,903	9.7%	0.48	5.74
16	Cedar Bluff Connector	11,950	6.3%	21,818	8.8%	1,445	7.4%	0.55	8.27
17	Sutherland/Bearden	5,021	2.6%	7,539	3.0%	616	3.2%	0.67	8.15
20	Central Ave/Clinton Hwy	17,462	9.2%	20,283	8.1%	1,519	7.8%	0.86	11.49
22	Broadway	26,634	14.0%	16,320	6.6%	1,520	7.8%	1.63	17.52
23	Millertown	2,460	1.3%	5,690	2.3%	485	2.5%	0.43	5.07
24	Inskip/Breda Rd	3,833	2.0%	7,875	3.2%	682	3.5%	0.49	5.62
31	Magnolia Ave.	20,812	10.9%	15,935	6.4%	1,526	7.8%	1.31	13.64
32	Dandridge	3,894	2.0%	5,932	2.4%	442	2.3%	0.66	8.81
34	Burlington	12,917	6.8%	23,105	9.3%	1,523	7.8%	0.56	8.48
37	Morningside/Riverside	4,493	2.4%	4,219	1.7%	383	2.0%	1.07	11.72
40	South Knoxville	2,644	1.4%	7,807	3.1%	485	2.5%	0.34	5.45
41	Chapman Hwy	16,841	8.8%	19,627	7.9%	1,000	5.1%	0.86	16.83
42	UT/Ft Sanders Hospitals	6,124	3.2%	7,836	3.1%	992	5.1%	0.78	6.17
44	University Park	0	0.0%	0	0.0%	0	0.0%	0.00	0.00
45	Vestal	5,177	2.7%	7,108	2.9%	499	2.6%	0.73	10.37
	Other/ Unknown	0							
SUB TOTAL LINE SERVICE		190,484		249,007		19,548		0.76	9.74
LIFT SERVICE		6,229		40,450		2,892		0.15	2.15
TOTAL SCHEDULED SERVICE	196,713		289,457		22,440		0.68	8.77	
TOTAL CHARTER SERVICES		12,719		1,240		258		10.26	49.39
GRAND TOTAL ALL KAT SER	RVICES	212,183		290,697		22,697		0.73	9.35

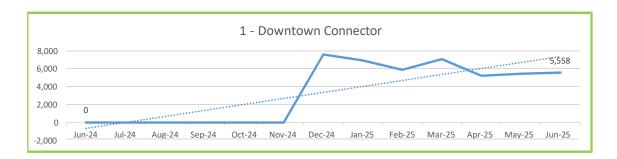
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### SYSTEM PERFORMANCE REPORT June, 2025

	THIS MONTH			FISCAL Y	YEAR-TO-DATE	
	This	Last		This	Last	
	Year	Year	Change	Year	Year	Change
FIXED ROUTE SERVICE						
Total Passengers	190,484	162,689	17%	2,528,697	2,127,878	19%
System Generated Revenue				\$1,138,504	\$1,197,584	-5%
Revenue Veh. Miles	249,007	209,309	19%	2,810,755	2,479,085	13%
Revenue Veh. Hours	19,548	16,536	18%	219,607	195,692	12%
Passengers/Mile	0.76	0.78	-2%	0.90	0.86	5%
Passengers/Hour	9.74	9.84	-1%	11.51	10.87	6%
Preventable Accidents	5	3	67%	51	57	-11%
Mechanical Road Calls	51	33	55%	566	412	37%
Accidents/100,000 Miles	2.01	1.43	40%	1.81	2.30	-21%
Miles/Road Failure	4,882	6,343	-23%	4,966	6,017	-17%
DEMAND RESPONSE					0	
Total Passengers	6,229	5,990	4%	72,543	75,210	-4%
System Generated Revenue	•	,		\$213,228	\$110	194515%
Revenue Veh. Miles	40,450	41,156	-2%	480,304	513,253	-6%
Revenue Veh. Hours	2,892	3,053	-5%	35,931	38,314	-6%
Passengers/Mile	0.15	0.15	6%	0.15	0.15	3%
Passengers/Hour	2.15	1.96	10%	2.02	1.96	3%
Preventable Accidents	1.00	0.00	100%	6	15	-60%
Mechanical Road Calls	6.00	2.00	200%	64	21	205%
Accidents/100,000 Miles	2.47	0.00	247%	1.25	2.92	-57%
Miles/Road Failure	6,742	20,578	-67%	7,505	24,441	-69%
CHARTER SERVICE					0	
Charters	33	121	-73%	18,414	1,829	907%
Sports Charters	10,699	0	1069900%	54,296	18,537	193%
Total Passengers	10,732	121	8769%	72,710	20,366	257%
Revenue						0%
Football Shuttle Charters				\$46,071	\$124,398	-63%
Trolley Charters				\$350	\$27,250	-99%
Total Miles	1,240	79	1470%	5,991	5,483	9%
Total Hours	257.5	14.8	1646%	1,459	868	68%

repared by H. Michaun, Manager of Schooling

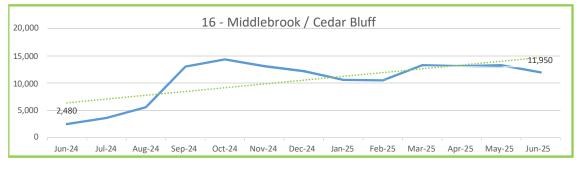


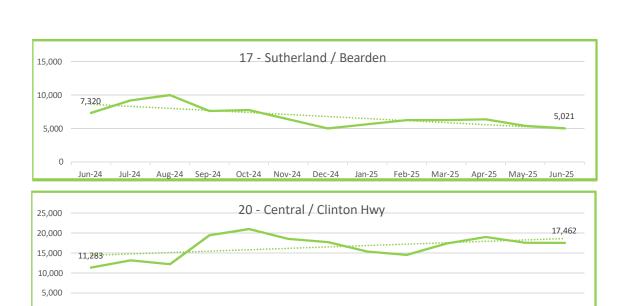














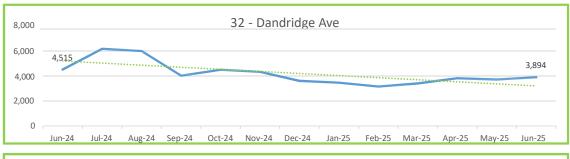
Jul-24

Aug-24 Sep-24 Oct-24 Nov-24 Dec-24 Jan-25 Feb-25 Mar-25 Apr-25 May-25 Jun-25





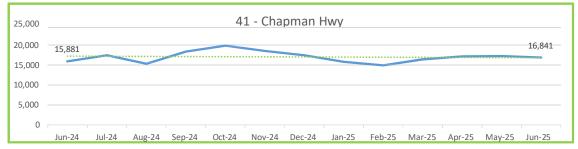


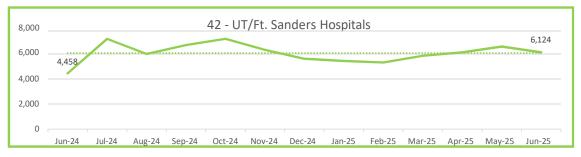








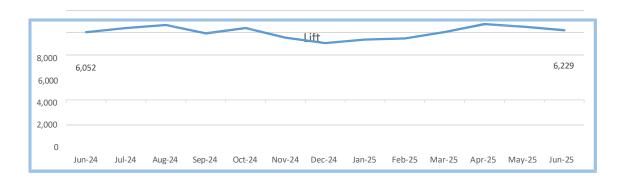


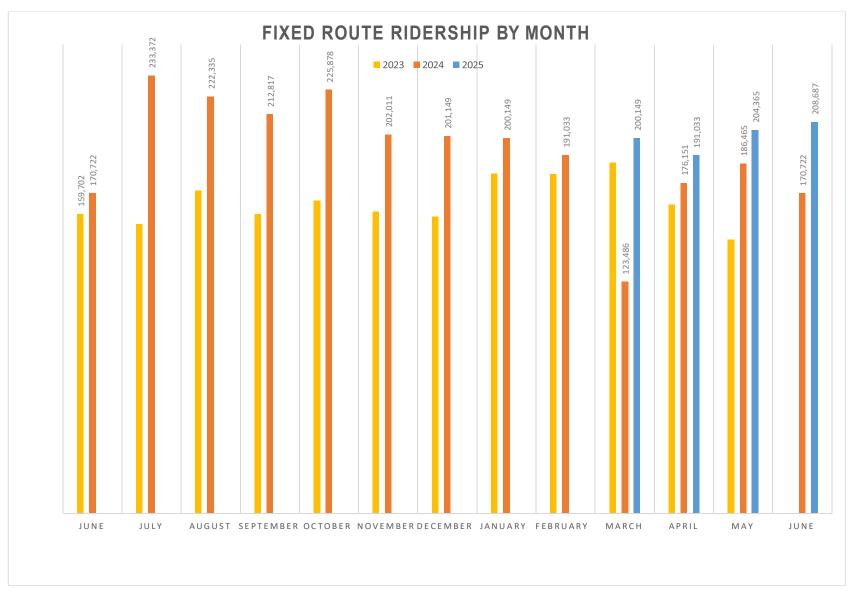




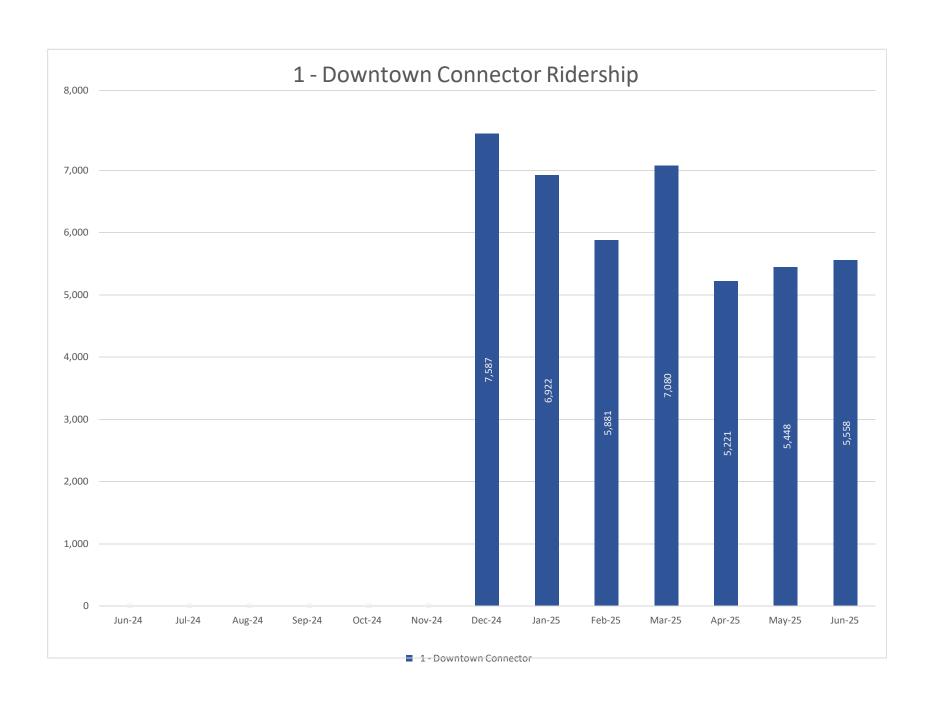


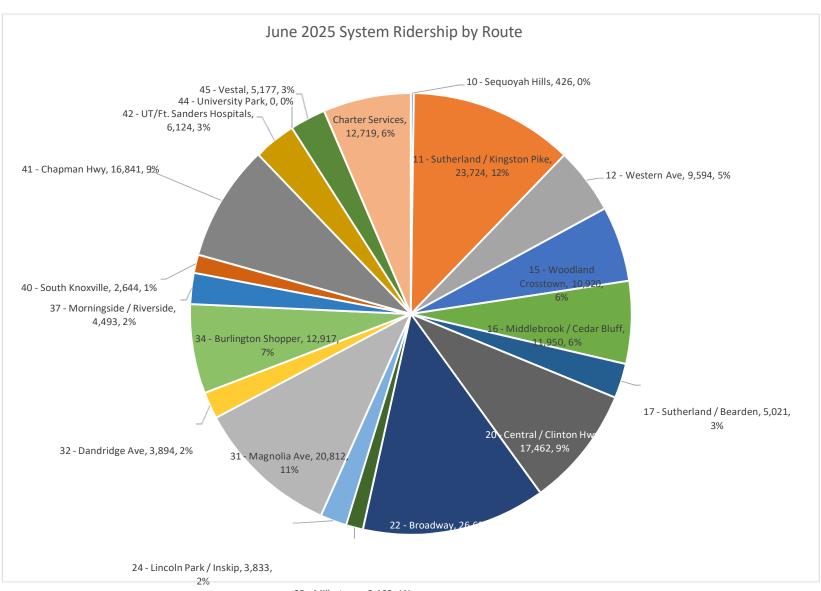






\*updated to include 2025 monthly data







### June 2019



ROUTE #	ROUTE NAME	FY19	FY18	% CHANGE	YTD/FY19	YTD/FY18	% CHANGE
10	Sequoyah Hills	143	223	-35.9%	3,953	4,446	-11.1%
11	Kingston Pike	24,317	27,011	-10.0%	318,148	332,286	-4.3%
12	Western Ave	12,705	13,320	-4.6%	159,535	154,009	3.6%
13	Beaumont	2,499	2,563	-2.5%	34,623	32,915	5.2%
16	Cedar Bluff Connector	2,444	2,954	-17.3%	34,216	36,711	-6.8%
17	Sutherland/Bearden	6,818	7,057	-3.4%	89,262	87,762	1.7%
19	Lakeshore / Lonas Connector	529	696	-24.0%	6,914	7,375	-6.3%
20	Central Ave. / Clinton Hwy	10,604	11,439	-7.3%	129,001	129,197	-0.2%
21	Lincoln Park	3,020	3,948	-23.5%	41,099	46,029	-10.7%
22	Broadway	24,852	25,095	-1.0%	295,073	287,058	2.8%
23	Millertown	5,028	5,676	-11.4%	61,001	61,547	-0.9%
24	Inskip/Breda Rd	2,582	2,701	-4.4%	29,961	30,017	-0.2%
30	Parkridge	3,178	2,831	12.3%	34,916	29,045	20.2%
31	Magnolia Ave.	17,538	19,374	-9.5%	224,618	233,665	-3.9%
32	Dandridge	5,943	6,952	-14.5%	74,978	74,334	0.9%
33	M.L.K.	3,305	3,449	-4.2%	41,760	44,490	-6.1%
34	Burlington	6,218	5,796	7.3%	70,937	61,453	15.4%
40	South Knoxville	3,742	3,718	0.6%	44,110	46,537	-5.2%
41	Chapman Hwy	12,250	12,270	-0.2%	144,110	140,700	2.4%
42	UT/Ft. Sanders Hospitals	3,454	3,360	2.8%	42,460	37,477	13.3%
44	University Park	-	-	0.0%	67,455	42,308	59.4%
45	Vestal	4,627	5,001	-7.5%	59,534	60,070	-0.9%
90	Crosstown	6,942	6,888	0.8%	87,371	81,003	7.9%
	Other	-	-	0.0%	-	-	0.0%
SUBTOTA	<b>AL</b>	162,738	172,322	-5.6%	2,095,035	2,060,434	1.7%
82	Orange Line Trolley	14,309	18,542	-22.8%	216,016	221,712	-2.6%
84	Green Line Trolley	9,519	10,807	-11.9%	118,049	116,399	1.4%
86	Blue Line Trolley	18,755	20,638	-9.1%	256,191	235,686	8.7%
SUBTOTA	<b>AL</b>	42,583	49,987	-14.8%	590,256	573,797	2.9%
TOTAL PA	ASSENGERS WITH TROLLEYS	205,321	222,309	-7.6%	2,685,291	2,634,231	1.9%
LIFT SER	RVICE	5,267	5,592	-5.8%	66,578	60,394	10.2%
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TOTAL S	CHEDULED SERVICES	210,588	227,901	-7.6%	2,751,869	2,694,625	2.1%
TOTAL C	HARTER SERVICES	480	2,426	-80.2%	45,076	54,392	-17.1%



### KAT RIDERSHIP\_APC June 2025



ROUTE #	ROUTE NAME	FY25	FY24	% CHANGE	YTD/FY25	YTD/FY24	% CHANGE
1	Downtown Connector	5,558	-	100.0%	78,356	-	100.0%
10	Sequoyah Hills	426	-	100.0%	5,107	-	100.0%
11	Kingston Pike	23,724	22,925	3.5%	318,809	291,077	9.5%
12	Western Ave	9,594	16,556	-42.1%	130,549	192,366	-32.1%
13	Beaumont	-	1,984	-100.0%	3,809	17,610	-78.4%
15	Woodland Crosstown	10,920	-	100.0%	108,560	-	100.0%
16	Cedar Bluff Connector	11,950	3,172	276.7%	134,086	40,951	227.4%
17	Sutherland/Bearden	5,021	9,033	-44.4%	80,990	100,183	-19.2%
20	Central Ave/Clinton Hwy	17,462	13,091	33.4%	203,580	142,058	43.3%
21	Lincoln Park	-	5,167	-100.0%	6,692	41,901	-84.0%
22	Broadway	26,634	27,828	-4.3%	338,059	326,474	3.5%
23	Millertown	2,460	5,623	-56.3%	33,515	61,035	-45.1%
24	Inskip/Breda Rd	3,833	3,291	16.5%	51,096	34,831	46.7%
30	Parkridge	-	3,465	-100.0%	6,594	40,983	-83.9%
31	Magnolia Ave.	20,812	21,250	-2.1%	278,607	251,170	10.9%
32	Dandridge	3,894	5,821	-33.1%	50,869	73,480	-30.8%
33	M.L.K.	-	5,016	-100.0%	9,017	54,768	-83.5%
34	Burlington	12,917	7,727	67.2%	149,195	89,329	67.0%
37	Morningside/Riverside	4,493	-	100.0%	44,792	-	100.0%
40	South Knoxville	2,644	3,453	-23.4%	41,515	41,379	0.3%
41	Chapman Hwy	16,841	17,332	-2.8%	207,930	206,132	0.9%
42	UT/Ft Sanders Hospitals	6,124	6,488	-5.6%	74,813	59,727	25.3%
44	University Park	-	-	0.0%	121,486	44,864	170.8%
45	Vestal	5,177	5,403	-4.2%	64,357	61,330	4.9%
90	Crosstown	-	8,564	-100.0%	15,926	102,518	-84.5%
	Other	-	-	0.0%	-	-	0.0%
<b>SUBTOT</b>	TAL .	190,484	193,189	-1.4%	2,558,309	2,274,166	12.5%
82	Orange Line Trolley	-	6,792	-100.0%	12,543	96,165	-87.0%
84	Green Line Trolley	-	7,894	-100.0%	15,801	94,622	-83.3%
86	Blue Line Trolley	-	17,563	-100.0%	37,053	218,986	-83.1%
SUBTOT	TAL	-	32,249	-100.0%	65,397	409,773	-84.0%
TOTAL F	PASSENGERS WITH TROLLEYS	190,484	225,438	-15.5%	2,623,706	2,683,939	-2.2%
LIFT SE	RVICE	6,229	6,052	2.9%	71,313	71,136	0.2%
				100.007			100.000
кат со	NNECT	4	-	100.0%	47	-	100.0%
TOTAL S	SCHEDULED SERVICES	196,717	231,490	-15.0%	2,695,019	2,755,075	-2.2%
TOTAL	CHARTER SERVICES	15,470	85	18100.0%	2,513,776	2,759,944	-8.9%

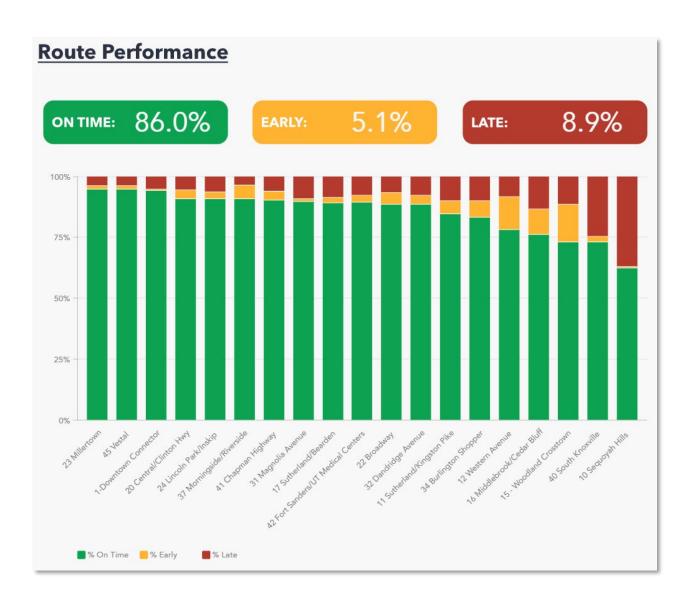


### **MONTHLY RIDERSHIP**

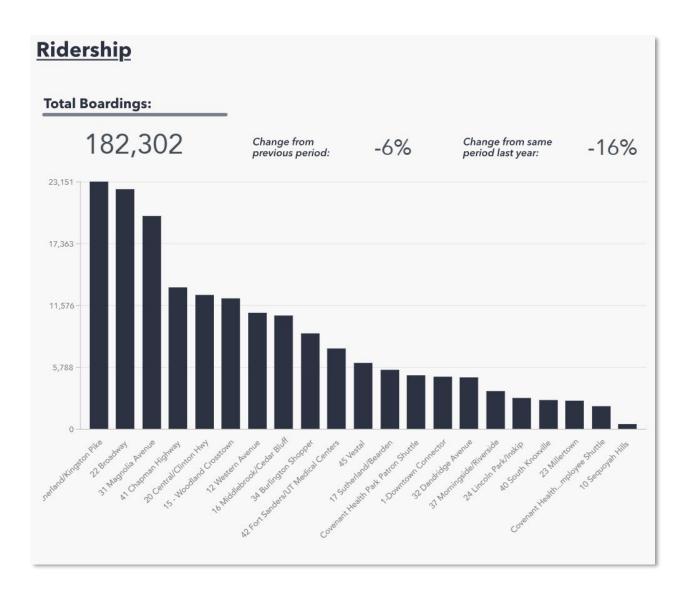
### JUNE REPORT

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	7	85.29%
October	11	11	0	3	4	7	0	83.33%
November	6	5	1	2	4	1	0	100.00%
December	18	7	11	2	5	2	0	77.80%
January	8	6	2	2	3	3	0	83.33%
February	14	5	9	2	0	5	0	100%
March	5	2	3	2	3	2	0	100%
April	4	4	0	1	2	2	0	100%
May	4	4	0	1	4	0	0	100%
June	4	4	0	2	4	0	0	100%

# JUNE 2025 ON-TIME PERFORMANCE



## JUNE 2025 RIDERSHIP



### Title VI Analysis

### KAT Proposed minor route changes for August 2025

(Prepared for July 24, 2025 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 is 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 August 2025:

- Route 1 Downtown Connector Serve Covenant Health Park and Old City neighborhood while maintaining 15-minute service to existing Route 1 stops.
- Route 16 Cedar Bluff/Middlebrook Better serve passengers that require access to the medical providers in the Dowell Springs community by providing access to services on Old Weisgarber Road and Dowell Springs Boulevard Monday through Friday only from 8:00 am – 5:00 pm.

### **SUMMARY OF FINDINGS**

The attached information provides details on the proposed changes. Route 1 – Downtown Connector constitutes a major service change because it has an increase in service, averaging approximately 37%. Route 16 - Cedar Bluff/Middlebrook route changes are minor adjustments (.72%); specifically, that 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.

### **Revenue Miles and Hours (Service Change) Summary Comparison**

Route	May Total Revenue Hours	May Total Revenue Miles	August Total Revenue Hours	August Total Revenue Miles	Revenue Hours Change	Revenue Miles Change	Total Service Change
1	209:50:00	1585.46	313:25:00	1972.67	49.36%	24.42%	36.89%
16	327:48:00	5106	327:48:00	5179.51	0.00%	1.44%	0.72%

### **Detailed explanation of the analysis**

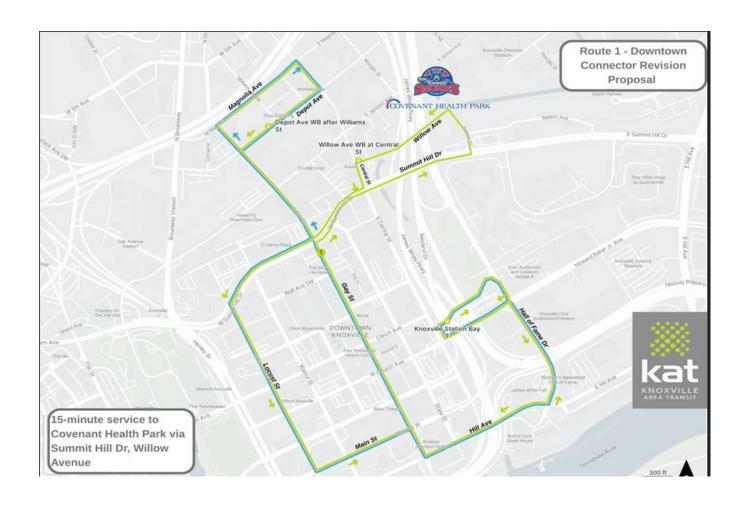
The following is a **step-by-step description of the analytical methodology** that we followed to determine whether the proposed change would have a disparate impact on minority populations or a disproportionate burden on low-income populations

### **DETAILED ANALYSIS OF PROPOSED ROUTE**

Route 1	- Downtown	Connector										
A. Major	Service Cha	ange?	YES									
-												
Ridership	10,515											
B.	Minority	Adverse Imp	acts Lev	el: Low for	service timespa	an increase						
C. Disparate Impact Policy for Minority Populations Analysis												
	% minority	System-Wide %	Difference									
	51.30%	45%	6%	Does not mee	et the +10% threshole	d of alternatives analysis.						
Passenger	s by month											
	Minority	Non-Minority										
	5,394	5,121										
D.	Low Income	Adverse Imn	acts I ev	el· I ow for	service timespa	an increase						
					opulations Anal							
					- paration - 7 and	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,						
	% low income	System-Wide %	Difference									
	38.30%	62%	-24%	Does not mee	et the +10% threshol	d of alternatives analysis.						
	Low Income	Non-Low Income										
	4,027	6,488										

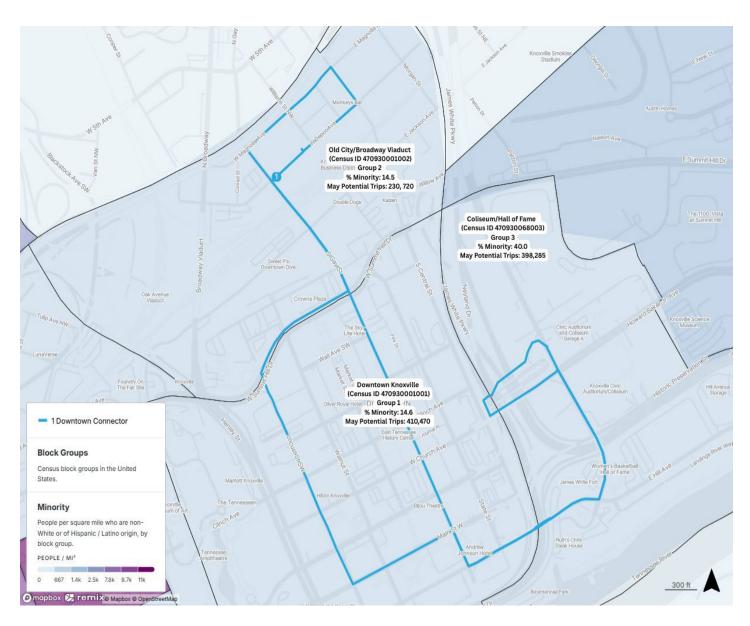
Because the percentage of low-income of these routes does not meet the threshold set by the Disproportionate Burden Policy (10 percentage points beyond the system-wide percentage), there is no need for an alternative analysis for these route changes, as it is determined that low-income populations will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

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

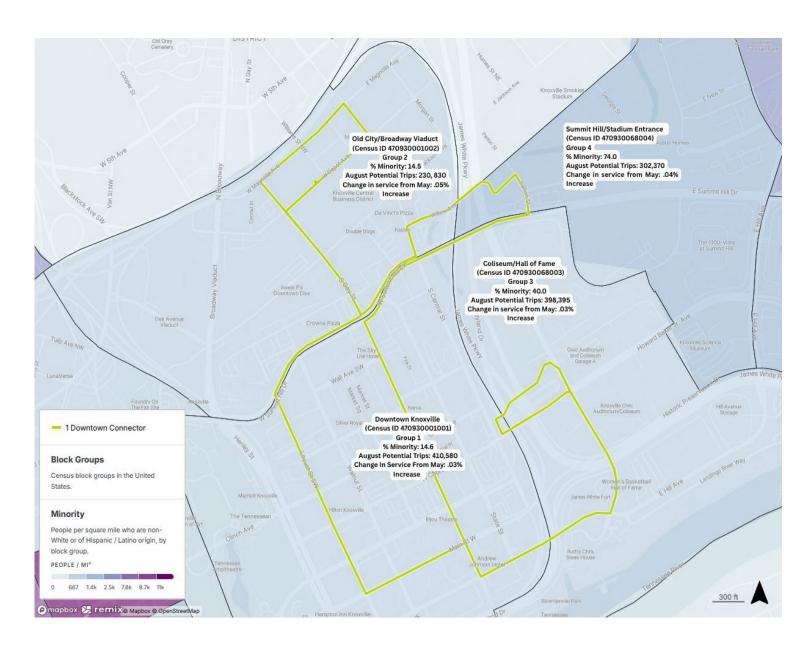


More frequent service means more potential people trips (opportunities to travel). This idea of measuring frequency in addition to service coverage is an additional analytical tool that allows us to measure the full impact of the service changes and benefits to the service area.

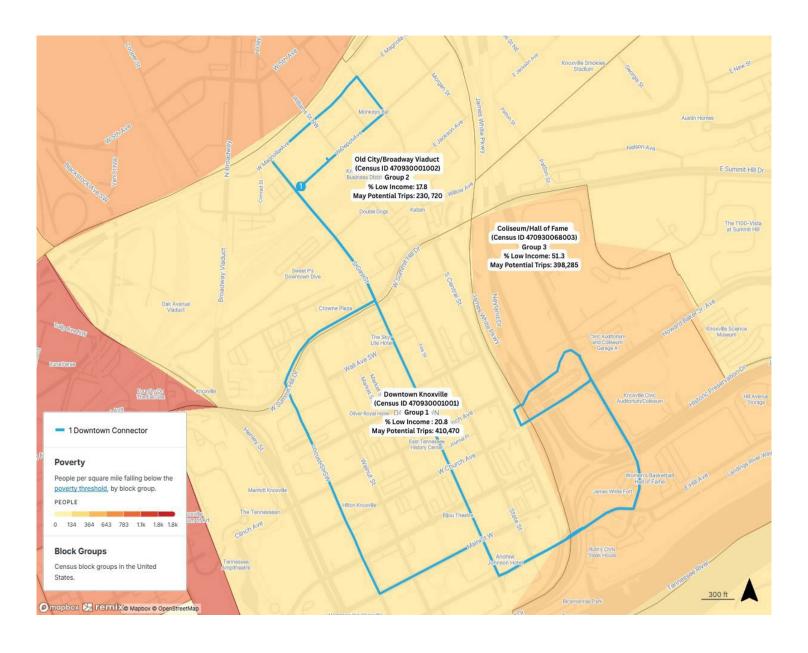
MAP 1 - Route 1 - Downtown Connector % Minority by Census Block ID



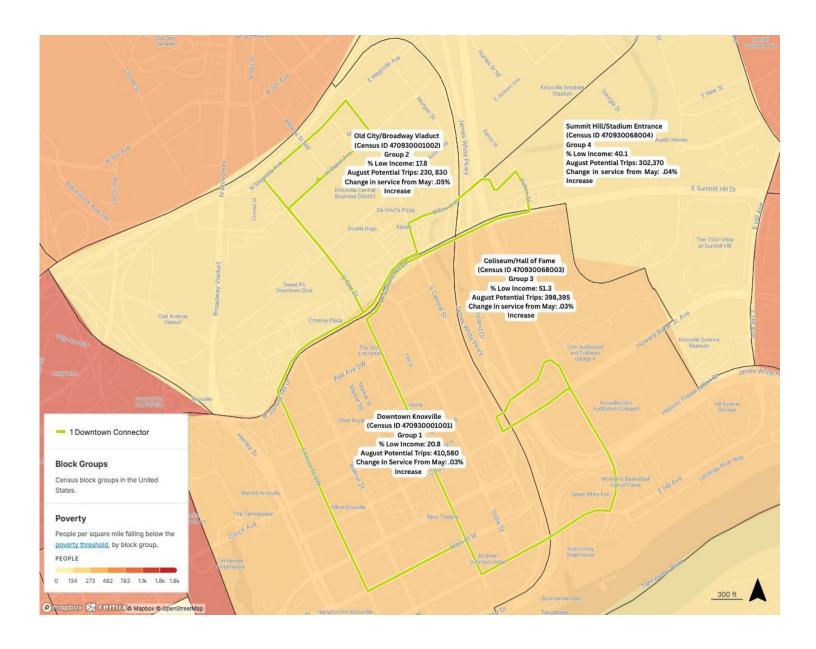
MAP 2 - Route 1 – Downtown Connector % Minority by Census Block ID



MAP 3 - Route 1 – Downtown Connector % Low Income by Census Block ID



MAP 4 - Route 1 – Downtown Connector % Low Income by Census Block



### TABLE 1

				(A II	1/4			/ A !!				<b>-</b> ·	D 1 1			/A !!	(5		Mi ii B		
Route	(within 1/4 mi)	Low Income	Minority	(Annually	(within 1/4 mi)	Low Income	Minority	(Annually	(within 1/4 mi)	Low Income	Minority	Trips (Annually)	Population (within 1/4 mi)	Low Income	Minority	(Annually	(Population∗ Trips)	Low Income People-Trips	Minority People - Trips	By Low Income	Borne by Minorities
1 Downtown connector	2,377	26,4%	19.1%	21,385	3,071	27.1%	18.0%	21,640	2,570	27.2%	21.B%	21,440	3,071	27.1%	18.0%	21,695	4,437,560	1,605,302	2,285,255	36.2%	51.5%
10 Sequoyah Hills	9.297	51,0%	22.8%	1,275	9,251	50.8%	22.8%	1,275	9,297	51.0%	22.8%	1,275	9,251	50.8%	22.8%	1,275	0	0	,0	0.0%	0.0%
11 Sutherland / Kingston Pi	15,940	36,5%	26.2%	10,470	15,796	36.2%	25.4%	11,035	15,940	36.5%	26.2%	10,470	15,846	36.2%	25.4%	11,035	551,750	117,299	88,280	21.3%	16.0%
11 Sutherland / Kingston Pi	14,680	38.0%	26.0%	675	0	30.270	23.470	0	15,031	37.1%	25.9%	.6,75	0	30.270	23.476	0	236,925	3,832	49,275	1.6%	20.8%
11 Sutherland / Kingston Pi	0	36.070	20.076	0	11,727	37.3%	23.4%	365	,0	37.170	23.970	0	13,952	36.4%	26.1%	365	812,125	258,423	32:3,390	31.8%	39.8%
12 Western Avenue (A)	12,323	47,0%	26.7%	11,750	12,057	46.9%	27.0%	11,440	12,323	47.0%	26.7%	11,750	12,057	46.9%	27.0%	11,440	0	0	.0	0.0%	0.0%
12 Western Avenue (BJ	9,987	57,8%	26.8%	365	9,42:3	58.2%	26.5%	310	9,987	57.8%	26.8%	365	9,423	58.2%	26.5%	310	0	0	.0	0.0%	0.0%
12 Western Avenue (CJ	0	37,870	20.870	0	10,232	49.2%	28.1%	365	.0	37.870	20.870	0	10,391	48.9%	28.1%	365	58,035	17,2,69	14,965	29.8%	25.8%
15 Woodland Crosstown (A)	17,652	36,1%	26.6%	10,470	17,616	35.7%	26.5%	11,145	17,754	35.8%	26.6%	9,500	17,67,6	35.5%	26.5%	11,145	-15,484,740	-6,400 ,156	-4,199,295	41.3%	27.1%
15 Woodland Crosstown (A)	10,687	53,2%	28.2%	365	0	33.770	20.570	0	17,744	35.8%	26.6%	970	18,152	35.4%	27.5%	255	17,939,685	5,717,652	4,741,450	31.9%	26.4%
15 Woodland Crosstown (C)	0	33,270	28.270	0	15,791	35.8%	27.2%	55	10,687	53.2%	28.2%	365	0	33.470	27.370	0	3,032,250	1,765,525	864,105	58.2%	28.5%
15 Woodland crosstown (DI	0			0	18,092	35.5%	27.5%	255	.0	33.270	28.270	0	15,851	35.6%	27.2%	55	-3,741,655	-1,329-,750	-1,030,885	35.5%	27.6%
16 Ceda r Bluff/ Middlebroo	13,971	24,B%	30.6%	5,255	14,019	24.4'%.	30.7%	5,565	13,971	24.8%	30.6%	2,705	14,019	24.4%	30.7%	3/0·15	-71,374,500	-17,545,871	-21,866,250	24.6%	30.6%
16 Cedar Bluff/ Middlebrool	0	24,070	30.076	0	4,020	22.9%	31.7%	310	14,377	24.4%	30.4%	2,550	14,386	24.1%	30.7%	2,550	72,099,450	17,526,889	21,960,290	24.3%	30.5%
16 Ceda.r Bluff / Middlebroo	6,24B	33,0%	35.9%	55	4,020	44.7/0	31.//0	0	.0	Z4.470	30.470	2,330	4,020	22.9%	31.7%	310	902,560	171,463	272,030	24.3% 19.0%	
16 Ceda.r Bluff / Middlebroo	0,246	22,070	33.7/0	0	942	9.5%	21.2%	55	,6,24B	33.0%	35.9%	55	4,020	22.7/0	31.770	0	291,830	108,419	112,530	19.0% 37.2%	30.1% 38.6%
16 Ceda.r Bluff / Middlebroo	0			0	10,555	25.8%	30.7%	55	,0,24B	JJ.U/0	33.770	0	942	9.5%	21.2%	55	-52B,715	-144,794	-167,475	37.2% 27.4%	38.6% 31.7%
16 Ceda r Bluff f Middlebroo	0			0	0	43.070	30.770	0	,0			0	10,555	25.8%	30.7%	55	5B0,525	149,705	17B,475	27.4%	30.7%
17 Sutherland/ Bearden	11,651	48.7%	28.0"/o	6,9B0	11,1B5	49.8%	27.2%	7,235	11,651	48.7%	28.0%	6,980	11,185	49.8%	27.2%	7,2:35	0	0	.0	0.0%	0.0%
20 Central / Clinton Hwy (A)	7,419	22.2%	26.5%	11,750	7,388	22.5%	26.8%	12,060	7,419	22.2%	26.5%	11,750	7,388	22.5%	26.8%	12,060	0	0	,0 ı .0	0.0%	0.0%
20 Central / Clinton Hwy (BJ	0	22.270	20.570	0	5,7.68	19.9%	27.1%	420	.0	22.270	20.570	0	5,768	19.9%	27.1%	420	0	0	.0	0.0%	0.0%
22 Broadway (A)	10,317	19,8%	20.4%	12,060	8,759	21.7%	20.5%	11,750	10,317	19.8%	20.4%	12,060	8,759	21.7%	20.5%	11,750	0	0	.0	0.0%	0.0%
22 Broadway (BJ	0	15,670	20.470	0	4,543	17.9%	24.8%	730	.0	15.870	20.470	0	4,543	17.9%	24.8%	730	0	0	.0	0.0%	0.0%
23 Washington Pike	7,079	17,3%	27.0%	4,030	7,405	17.1%	26.5%	4,030	7,079	17.3%.	27.0%	4,030	7,405	17.1%	26.5%	4,030	0	0	.0	0.0%	0.0%
24 Lincoln Pa.rk / Inskip	8,226	23,1%	26.1%	5,310	9.900	19.6%	23.0%	5,310	8,226	23.1%	26.1%	5,31,0,	9,900	19.6%	23.0%	5,310	0	0	.0	0.0%	0.0%
31 Magnolia Avenue (A)	6,088	24,1%	66.1%	17,870	61029	23.7%	65.7%	2,675	,6,000	24.1%	66.1%	17,870	6,029	23.7%	65.7%	21675	0	0	,0	0.0%	0.0%
31 Magnolia Avenue (Bl	0,000	24,170	00.170	0	6,011	23.7%	65.B%	6,725	.0	24.170	00.170	0	6,011	23.7%	65.8%	6,725	0	0	.0	0.0%	0.0%
31 Magnolia Avenue (C)	0			0	6/025	23.7%	65.7%	B,670	,o			0	6,025	23.7%	65.7%	81670	0	0	.0	0.0%	0.0%
31 Magnolia Avenue (DI	0			0	5,197	22.0%	71.3%	420	.0			0	5,197	22.0%	71.3%	420	0	0	,0	0.0%	0.0%
32 Dandridge Avenue	5,597	33,7%	64.2111	5,310	5,715	33.5%	63.9%	5,255	5,,597	33.7%	64.2%	5,31,0,	5,715	33.5%	63.9%	5,255	0	0	,0	0.0%	0.0%
34Burlington S,hopper (A)	7,976	31,4%	69.7%	11,B05	8/09·3	31.2%	69.9%	11,950	7,9B2	31.4%	69.7%	11,805	B,111	31.2%	69.9%	11,950	2B5,930	75,009	238,275	26.2%	83.3%
34 Burlington S,hopper (BJ	0	31,470	05.770	0	3,204	18.0%	7.0.3%	365	.0	31.470	05.770	0	3.204	18.0%	70.3%	365	0	0	.0	0.0%	0.0%
37 Morningside/ Riverside	3,266	40,5%	41.2%	8,410	3,188	41.0%	42.7%	9,540	3,266	40.5%	41.2%	e,41.0	3,18B	41.0%	42.7%	9,540	0	0	.0	0.0%	0.0%
40 South Knoxville (A)	6,032	23.B%	25.3%	5,620	6,243	25.7%	27.5%	5,875	6,032	23.8%	25.3%	5,620	6,243	25.7%	27.5%	5,875	0	0	.0	0.0%	0.0%
40 South Knoxville (BJ	0,032	20.10/0	20.070	0	5,149	23.0%	25.2%	5.5	.0	25.070	20.070	0	5,149	23.0%	25.2%	55	0	0	.0	0.0%	0.0%
41 Chapman (A)	5,701	27,5%	20.1%	11,750	5,7,64	28.6%	20.6%	2,970	5,701	27.5%	20.1%	11,750	5,764	28.6%	20.6%	2,970	0	0	.0	0.0%	0.0%
41 Chapman (BJ	0			0	5,742	28.6%	20.6%	8,670	,0	27.570		0	5,742	28.6%	20.6%	81670	0	0	,0	0.0%	0.0%
41 Chapman (CJ	0			0	1,92.0	13.3%	17.5%	365	,0			0	1,920	13.3%	17.5%	365	0	0	,0	0.0%	0.0%
42 Ft Sanders/ UT Medical	9,301	62,8%	23.1%	11,8,95	9,515	63.2%	23.0%	11,475	9,301	62.8%	23.1%	11,895	9,515	63.2%	23.0%	11,475	0	0	,0	0.0%	0.0%
42 Ft Sanders/ UT Medical C	0	- /		0	31021	67.5%	22.2%	420	,0			0	3,021	67.5%	22.2%	420	0	0	,0	0.0%	0.0%
44 University Park	3,938	40,5%	19.3%	6,120	3,466	40.2%	17.3%	6,120	3,938	40.5%	19.3%	6,120	3,466	40.2'%	17.3'%	6,120	0	0	,0	0.0%	0.0%
45 Vestal (A)	5,071	20,2%	25.5%	5,620	4,825	20.3%	25.4%	5,875	5,071	20.2%	25.5%	5,620	4,825	20.3%	25.4%	5,875	0	0	,0	0.0%	0.0%
45 Vestal (BJ	0	- /		0	2,301	14.9%	28.3%	5,5	,0			0	2,301	14.9%	28.3%	55	0	0	,0	0.0%	0.0%
covenant Hea Ith Park Empl	1,054	35,2%	38.6%	17,485	0			0	1,054	35.2%	38.6%	17,4B5	0			0	0	0	,0	0.0%	0.0%
covenant Hea.lth Park Patro	1,454	23,1%	20.6%	17,485	0	1	1	0	1,454	23.1%	20.6%	17,485	. 0			0	0	0	0	0.0%	0.0%
	, -	- /		.,	~				97,402		32.1%	414,560					10.099.015	2.05	864,415	20.8%	38.3%
									J., 102	1		Low Income				_	10,000,010	- 11	,		
All Changes (both direction:	97,021	26.27,	32.1%	414,450						Ť											
										<b>⊥</b>			Minority								
										⊥ †	Change Borne B	y 20.B%	38.3%								
				-		1	1	l		<b>⊥</b> ⊢	Area. Average	18.7%	27.6%			1			+		
											Di!!lta	2.0%	10.7%						L		

### Accrual Of Benefits Analysis - Improvements Proposed changes for August 2025

The proposed changes involve service improvements - expanded service and additional service locations. Route 1 improvements were 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 the chart showing each route that had improvements, and the number of minority and non-minority passengers for June 2025, 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.

	Minority	Non-Minority	Low Income	Non-Low Income		
1	5,394 5,121		4,027	6,488		
Totals	5,394	5,121	10,515	6,488		
Percent	51%	33%	59%	100%		
	45%	System	62%	System		