



City of Columbia, Missouri

Meeting Minutes

Public Transit Advisory Commission

Tuesday, November 18, 2025
5:30 PM

City Hall
Conference Room
1A/1B
701 E. Broadway
Columbia, MO.

I. CALL TO ORDER

Matt Wright called the meeting to order at 5:33 p.m.

II. INTRODUCTIONS

Present: 9 - Matt Wright, Tammy Teel, Gabi Jacobs, Sarah Johnson, Katharine Meagher, Adam Thorp, Randal Meyer, Bryan Mink and William Brumbaugh

Absent: 3 - Joan Ferguson, Hannah Carrico and Ethan West

Unexcused: 1 - Christine Schneider

III. APPROVAL OF AGENDA

Motioned by Sarah, seconded by Tammy, approved at 5:33 p.m.

IV. APPROVAL OF MINUTES

Motioned by Tammy, seconded by Sarah, approved at 5:34 p.m.

Oct. 21 Minutes

Attachments: [Oct. 21 Minutes.pdf](#)

V. City Council & Other Commission Updates: Vision Zero, Disability, Bike/Ped, CATSO

Matt reported that the final vacancy for PTAC has been filled.

VI. OLD BUSINESS

1. Fares Discussion

Adam reported that he reviewed the security events reported to the City over the past few years and found that there have been very few incidents. Matt stated that he examined ridership alongside fare data for FY16 and FY20 using NTD information, noting that ridership and fare revenue consistently declined. Adam suggested that PTAC make a recommendation to City Council indicating that, given the strong margin, the reintroduction of fares should occur only when the transit system returns to full service, at which point charging fares would be reasonable.

Matt asked whether now was the appropriate time to make that recommendation or when it should occur. Shannon stated that discussions on these items typically begin in March, with a final decision in June. Adam suggested that the recommendation should be prepared before that timeframe. Matt then discussed airport parking fees, stating that PTAC's first recommendation should be implementing parking fees at the airport. Randal noted that kiosks would need to be installed and asked how transportation fees are divided. Matt explained that the transportation tax is split between streets, transit, and the airport.

Randal stated that the group should begin discussing hardware needs for the buses. Tammy agreed that PTAC should recommend establishing parking fees at the airport.

Sarah motioned that a letter be sent to Council recommending that any fee increases should not occur until transit service is restored to baseline levels and new resources are committed to the transit system.

Bryan stated that the group could research other fare-free systems, including those that reinstated fares, to understand how they generate revenue. Sarah noted that PTAC should speak with the Airport Commission before making any recommendations to Council regarding airport parking fees.

Sarah motioned that a letter be sent to Council recommending that any fee increases should not occur until transit service is restored to baseline levels and new resources are committed to the transit system.

The group agreed to hold the recommendation until meeting with the Airport Commission.

2. Tiger Line Discussion

William asked whether the City has lost drivers to apartment shuttles. Shannon stated that they have lost some drivers to those services but have also gained some from them. Sarah noted that PTAC cannot effectively address apartment shuttles until City services are expanded. Adam stated that the City should not be subsidizing low-cost shuttle routes that were not designed for travel between parking lots and campus. He emphasized that the main issue is the shortage of drivers being pulled from fixed routes to operate Tiger Line, which negatively affects City service. Matt expressed concern that sending a letter to City Council stating that PTAC does not support Tiger Line and recommending the City not sign the agreement would not be well-received, and suggested that the feedback remain broader in scope.

Adam stated his concern that if the City is not in a position to walk away from the agreement, it will be difficult to encourage the University to increase its fees. He said he believes Tiger Line needs to function in a way that benefits both the City and the University. Sarah pointed out that many Tiger Line issues stem from underutilized routes. She suggested evaluating what an effective Tiger Line system would look like and presenting that information to City Council so they have clear facts. Matt agreed, noting that this is where PTAC could have leverage, by recommending improvements to the system rather than its elimination. Kathy suggested that combining Tiger Line with City routes could be a good idea. Matt agreed and stated that integrating the two systems may be beneficial.

Matt asked how many drivers are needed to operate Tiger Line. Shannon stated that they need at least seven drivers for the service and one additional driver to provide breaks. Tammy asked how many drivers are needed for the regular City services. Shannon reported that approximately twelve drivers are needed. Matt then asked how many revenue hours and resources are dedicated to Tiger Line. Shannon mentioned that she could look into that. Matt also asked whether the seven to eight drivers for Tiger Line include the new MU Health Care route. Shannon stated that the new route would require an additional two drivers. Sarah asked Shannon for her thoughts on the new line. Shannon said it is still in the early stages, but they hope ridership will increase as the weather gets colder.

Adam suggested that PTAC should prepare recommendations for City Council so members are more aware of the issues. Matt agreed, noting that City Council may be less aware of what is occurring with Tiger Line. Matt also emphasized the importance of determining how much federal funding the City actually receives compared to the cost of operating the service, as well as funding tied to ridership. Shannon said that determining those figures would be difficult because the federal formula is not precise. Matt asked whether they could at least obtain the revenue-per-service-hour cost.

VII. NEW BUSINESS

Pedestrian Safety Ordinance

Attachments: [B265-25 - Council Memo](#)
[B265-25 - Ordinance](#)

Matt stated that they have been asked to provide comments on the new ordinances. Shannon said she did not have input on the topic but noted that the City requested PTAC's recommendations. Sarah suggested tabling the discussion until the ordinance has been reviewed, since it had already been tabled. John O. stated that he is creating a "Be Heard" page for public comments. Matt noted that the main point discussed by the group related to point 4 of the document.

Sarah stated that bus drivers are not allowed to drop passengers off at intersections and asked whether any bus stops are located at intersections or traffic lights. Shannon explained that stop placement follows the findings of a study, which determined that stops are best located just after intersections or lights. Sarah asked whether there have been any issues or incidents involving passengers getting off buses. Shannon noted one incident involving a passenger crossing the street. Gabi stated that the ordinance does not pertain to PTAC and that the committee should not make a recommendation on it.

Tammy suggested that City Council may be seeking stronger support for their stance. Matt said he believes they are looking for broader recommendations. Randal asked whether anyone standing on medians has ever been struck by a bus. Shannon responded that no such incidents have occurred. Gabi asked whether PTAC could request clarification from City Council regarding why they asked PTAC for input and what role PTAC's recommendations would play in their decision-making.

Adam stated that investments should be made in infrastructure near bus stops, as accessing bus stops often requires passengers to cross streets. He said PTAC could note that when people are crossing the street, it may be because they are trying to reach another bus stop, and that PTAC does not anticipate significant changes to operations as a result of the ordinance. Matt added that several major intersections with high crash rates are located on or near transit routes.

Matt asked when the discussion should resume. Adam suggested revisiting it in January if time allows.

VIII. RIDERSHIP

October Ridership

Attachments: [Oct. Ridership](#)

IX. GENERAL COMMENTS BY PUBLIC, MEMBERS AND STAFF

Shannon reported that they have hired four new drivers and have announced two upcoming retirements. Matt asked how many drivers are needed to return to full service. Shannon stated that they are currently eight drivers short, and after the retirements, they will be ten drivers short.

Adam asked about the timeline for the annual report. Matt stated that it is completed during the first quarter of the year and can be added to the next agenda.

Matt then asked the group whether they wished to meet in December. Each member stated whether they would be available for a December meeting.

Adam motioned not to hold a December meeting, and Tammy seconded the motion. The group agreed to hold a meeting in December, and the motion did not pass at 6:47 p.m.

Zoom Link

Attachments: [Zoom](#)

X. NEXT MEETING DATE - 12/16/2025**XI. ADJOURNMENT**

Matt Wright adjourned at 6:47 p.m.

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