



City of Columbia, Missouri

Meeting Minutes

Public Transit Advisory Commission

Tuesday, October 15, 2024
5:30 PM

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

I. CALL TO ORDER

The meeting was called to order by Matt Wright at 5:30 PM.

II. INTRODUCTIONS

City Staff: Mike Sokoff, John Ogan, Gus Harmon, and Shannon Hemenway
Presenter: Shawn Strate

Present: 10 - Matt Wright, Donald Jackson, Gabi Jacobs, Sarah Johnson, Joy Rushing, Katharine Meagher, Jack Russell, Adam Thorp, Randal Meyer and Joan Ferguson

Absent: 3 - Dawn Zeterberg, Tammy Teel and Christine Schneider

III. APPROVAL OF AGENDA

Sarah made a motion to approve the agenda, with a second from Gabi. The vote to approve the agenda was unanimous at 5:32 PM.

IV. APPROVAL OF MINUTES

Sarah noted that she is overseeing the Green Route and requested this change in the minutes. She then made a motion to approve the minutes, with Gabi seconding. The vote to approve the minutes was unanimous at 5:33 PM.

Sept. 17 Minutes

Attachments: [Sept. 17 Minutes](#)

V. City Council & Other Commission Updates: Vision Zero, Disability,

Bike/Ped, CATSO

Matt mentioned that CATSO is updating their transportation plans.

VI. OLD BUSINESS

Olsson Study Update

Attachments: [24-10-25 Go COMO Comprehensive Transit Study DRAFT v3 compressed \(1\)](#)

Shawn reviewed the comprehensive transit study, noting it is 90-95% complete. He outlined that the study has five sections (see attached). Kathy inquired about the options considered for routes between Jefferson City and Columbia and asked about service times from Columbia to Jefferson City. Adam asked how the Tier 4 option compares to other cities studied and whether it would be advisable to progress incrementally through each tier or potentially move directly to a higher tier, such as Tier 3. Shawn clarified that the progression is intended to be incremental, moving through each tier in order. Adam further inquired about setting a goal to achieve each tier if resources were available. Shawn explained the intended time frames: Tier 1 within 2-3 years, Tier 2 within 5-10 years, Tier 3 within 10-15 years, and Tier 4 within 15-20 years, though these time frames are not explicitly stated in the plan.

Adam mentioned that the Greyhound station in Jefferson City may not be a significant draw, and Shawn responded that its inclusion relates to intercity funding, which requires a Greyhound connection. Donald expressed concern that without specific timing, the city may adopt a "we'll get there when we get there" attitude. Shawn noted that a time frame could be added to the study if there was consensus. Matt supported this idea, suggesting that a timeline could be beneficial.

Randal Meyer asked about the elements included in the capital costs, and Joan questioned whether it would be helpful to clarify cost breakdowns across the different tiers. Matt suggested avoiding strict timelines for the city council presentation but recommended detailing near-term tiers more thoroughly while offering less specificity for longer-term tiers. He also asked if the study outlined all funding sources, to which Shawn confirmed that it did.

Jack inquired whether Tiger Lines were included in the study's recommendations. Shawn noted that there were no specific near-term recommendations for Tiger Lines at this time. Jack asked for more details on how Tiger Line funds are allocated, and Mike explained that these funds cover operating costs based on agreed operating hours. He added that, although salaries are largely fixed, funds can be allocated to bus stops, buses, and maintenance. Donald asked if federal funding was contingent on ridership, and Mike confirmed that higher ridership could lead to increased federal funding, which is assessed through a six-month contract. Randal clarified whether Tier 1 might be implemented within 2-3 years, and Shawn confirmed, noting that it may even be achievable in 1-2 years since it requires minimal additional funding or buses.

VII. NEW BUSINESS

No new business.

VIII. RIDERSHIP

September Ridership

IX. GENERAL COMMENTS BY PUBLIC, MEMBERS AND STAFF

Donald announced that this would be his last meeting, as he has accepted a position in another state. Randal mentioned that the current operating cost for Tiger Lines is \$63 per hour, with \$100 per hour needed to break even. Mike confirmed this and noted that incremental increases have been applied each year since 2022. He also reported that the new passenger counting system is now online and that the bus tracking system is operational, though not yet available to the public, with plans for a full rollout on Dec. 1.

Joan asked if the new system would integrate with Apple and Google Maps. Mike responded that discussions with Google are ongoing, and integration is expected around the Dec. 1 time frame. He added that ETA would be the service provider, with GoCOMO covering the associated costs.

Zoom Link

Attachments: [Hyperlink](#)

X. NEXT MEETING DATE - 11/19/2024**XI. ADJOURNMENT**

Matt motions to adjourn at 7:05 PM.

Members of the public may attend any open meeting. For requests for accommodations related to disability, please call 573-874-CITY (573-874-2489) or email CITY@CoMo.gov. In order to assist staff in making the appropriate arrangements for your accommodation, please make your request as far in advance of the posted meeting date as possible.

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