

To Adam Thorpe, Chair Public Transportation Advisory Commission

The Climate and Environment Commission recommends the following entities be involved in this effort:

- Office of Sustainability:
- GoCOMO Transit:
- University of Missouri, Stephens College, and Columbia College
- Columbia Public Schools
- each of the five Vision Zero Priority Neighborhoods (i.e., neighborhoods identified based on low-income populations, communities of color, and households without vehicles)
- major employers
- transit drivers
- nonprofit service agencies that provide private transportation services due to lack of public transit service
- nonprofit transit advocacy group
  
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- o Climate & Environment Commission
- o Bike & Pedestrian Commission
- o Disabilities Commission
- Planning & Zoning Commission

The Climate and Environment Commission recommends considering the following topics and questions:

#### Ridership & Emissions

1. What scale of transit ridership does Columbia need in order to achieve our emission reduction and mode share goals?
2. What scale of transit infrastructure will be necessary to support this ridership?

#### Community-Identified Needs

3. What type of transit system has the community asked for (i.e., in community plans such as Columbia Imagined, CAAP, focus groups, etc.)?
4. What community priorities identified in existing City plans (e.g., CAAP, Vision Zero, Strategic Plan, Community Health Improvement Plan) will be achieved through improved transit service?
5. How will people in target social identity groups (e.g., low-income families, people of color, people experiencing homelessness) benefit from improved transit service?
6. How can the transit system best serve the needs of the business community?

#### Structure & Funding

7. What scale of funding is needed to support this system?
8. How could the City of Columbia reprioritize its existing transportation funding to support a more robust transit system?

9. What new sources of funding could help support the system (e.g., state funding, changes in federal transportation funding, federal COVID funding, student fees)?
10. What are the risks and benefits of transit being governed by the City of Columbia vs. a transit authority?
11. What pay, benefits, employment structure, etc. are needed to attract and retain transit drivers?

#### System Layout & Incremental Growth

12. How can the location of the routes, frequency, etc. be assembled into a reliable, convenient core system, allowing for incremental growth over time?
13. Where should transit service be prioritized in order to create an effective core system (i.e., high demand transit areas, high density neighborhoods)?
14. What transit features (e.g., frequency of service, distance between stops, high-priority destinations) are necessary to incentivize people to switch from driving to riding transit?
15. What does the system need to look like in order to ensure that the transportation system in Columbia is equitable and provides connections to basic needs like jobs, education, grocery stores, and health care?
16. What facilities are needed in addition to buses (e.g., covered bus stops, lighting, etc.) to create a welcoming environment for riders?

The CEC appreciates the opportunity for input and is open to any further coordination or help we can provide.

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Leanne Tippett Mosby, Chair, Climate & Environment Commission