



**Topeka Metro
Board of Directors Minutes
April 21, 2025**

MEMBER'S NAME	ORGANIZATION	PRESENT / ABSENT / EXCUSED
Scott Tummons, Chair	Topeka Metro	Present QSS
Rodd Miller	Topeka Metro	Present QSS
Candis Meerpohl, Vice Chair	Topeka Metro	Present QSS
Alan Bearman	Topeka Metro	Present via Zoom
Beverly Hall	Topeka Metro	Present via Zoom
Fatima Perez Luthi	Topeka Metro	Present via Zoom

Staff/Visitors	ORGANIZATION	PRESENT / ABSENT / EXCUSED
Bob Nugent, General Manager	Topeka Metro	Present QSS
Richard Appelhanz, Chief Financial Officer	Topeka Metro	Present QSS
Keri Renner, Director of Marketing and Communications/Board Secretary	Topeka Metro	Present QSS
Denise Ensley, Chief Operations Officer	Topeka Metro	Present QSS
Jessica Moberly, Director of Planning	Topeka Metro	Present via Zoom
Terri Miller, Director of Human Resources	Topeka Metro	Present via Zoom
Jared Culbertson, Director of Information Technology	Topeka Metro	Present via Zoom
Alan Parrish, Director of Maintenance & Facilities	Topeka Metro	Present via Zoom
Shawn Auten, Transit Route Scheduler	Topeka Metro	Present via Zoom
John Cassidy, Legal Counsel	Topeka Metro	Present via Zoom

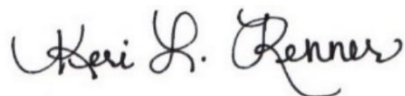
TOPIC	KEY DISCUSSION	RECOMMENDED ACTION / STATUS	PERSON RESPONSIBLE
Call to Order	Meeting called to order at 4:00 p.m.	6 of 6 members present	Scott Tummons
Public Comment	No public in attendance	N/A	Scott Tummons
Meeting Minutes		MOTION: Candis Stiles moved, and Rodd Miller seconded the March 17, 2025, TMTA BOD meeting minutes as presented. Motion passed 6-0.	Scott Tummons
Department Reports			
Planning Report	Jessica shared that MOD was down a little bit, but still over 900 trips. Year-to-date 10 % down. Fixed route fares are up; rides are down.		Jessica Moberly
Operations Report	Denise had no updates for her report. Candis asked about a damaged bench that was replaced the same day and whether TMTA keeps spare glass panels. Denise confirmed maintenance stores benches and glass, except for specialty shelters like Washburn or the Library. Maintenance cleans up, secures the area, and replaces glass as soon as possible. Alan handles incidents, while John tracks them with TPD and keeps records for potential reimbursement. Denise and John coordinate on reports and claims, though John doesn't report to the board—Denise includes damage details in her reports.		Denise Ensley
Maintenance Report	Alan had nothing to add to his report.		Alan Parrish
Finance Report	Richard had nothing to add to the finance report.	MOTION: Rodd Miller moved, and Candis Stiles seconded to approve the March 2025 finance report. Motion passed 6-0.	Richard Appelhanz

<p>Old Business</p>	<p>Bob recapped the April 11th Study Session. MOD was introduced to replace low-ridership segments on Routes #1, #4, and #5. Route #1 was planned to stop north of the river and cover part of Indiana south of Oakland, but that change didn't occur. Funding came from the East Flex Zone, discontinuing two West #10 school specials, and shifting #12 and #17 to half-hour service.</p> <p>Ridership increased through early 2024 but has since plateaued. Travel time and distance have stabilized after late-2023 spikes. Despite many registered users, only 40–50 regularly use the MOD service. Costs per trip are high: \$7.59 (fixed route), \$33.85 (ADA), and \$51.84 (MOD), making MOD costly to operate. Most trips occur along the California corridor, with limited activity elsewhere.</p> <p>A proposal was made to reduce the service area from seven to four miles, add satellite connections (e.g., Croco), and raise the base fare from \$2 to \$4 to align with Lift service.</p> <p>Bob shared a fixed route graph showing Indiana consistently underperforming, especially on Saturdays. He suggested possibly truncating it, integrating parts with Routes #4 or #7, or replacing Saturday service with MOD. MOD currently covers 7 of 58 square miles; expanding to the full area would cost nearly \$4 million annually, well beyond the current \$400,000 budget.</p> <p>Bob said he'd have Public Meetings to take to the public.</p> <ol style="list-style-type: none"> 1. Taking the MOD area from the 7 sq. miles to 4 sq. miles. 2. Increasing the fare to a base fare of \$4. 3. And increasing the fare out to 29th & Croco to \$15. <p>That is consistent with our other premium fares.</p>		
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	<p>Rod, Candis, Alan, Scott, and Bev supported raising fares, suggesting \$6–\$8 for standard areas and \$15 for trips to 29th & Croco. Fatima agreed but cautioned that many riders struggle to pay even \$5 and warned of possible backlash. She suggested exploring City Council support to help subsidize fares, especially for underserved communities, given the experimental nature of the service.</p> <p>Candis noted she’d feel different if fixed route fares were increasing, as service still exists in the area. Scott agreed, adding that MOD users aren’t displaced fixed route riders but likely new riders. He questioned what transportation they used before. Candis added that even \$6 is still much cheaper than alternatives.</p> <p>Denise and Jessica followed up on the April 11th Study Session about the Lift Service area. Discussion whether mile or 1 ½ miles for premium service area or stay with three-quarter mile corridor.</p> <p>Denise said that Candis had some ideas, one of them being a mile, 1 ½ miles from the fixed route, or grandfathering.</p> <p>Do we want to keep the premium area at \$15 or increase since it’s been \$15 since 2012. We could increase the ADA to premium service at \$15 or another cost.</p> <p>At 29th there are three to four people that our outliers – one is dialysis patient, one going to Cotton O’Neil and a dentist office. Three residents going to: 1) ADA trips; 2) Wisconsin Ave.; and 3) Village Hall, which is brand new.</p>		<p>MOTION: Rodd Miller moved that we change the MOD zone to the proposed four-mile area and change the premium service going to 29th & Croco to \$15 and \$6 fare for MOD. Candis Stiles seconded the motion. Motion passed 6-0.</p>
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	<p>Candis asked if the numbers are monthly? Denise said we covered a 6-month period that included 150 trips already.</p> <p>Denise said she would rather not grandfather. From an operations standpoint, we either need to expand or cut back to three-quarters. Denise said one of the other things we talked about at the April 11th study session, we're going into a new contract with a new vendor for paratransit services for five years. They get to keep the \$15 fares, premium service areas are difficult for them. The trips to premium tend to be longer.</p> <p>Rodd suggested a 1 ½ mile to the city limits. Denise will check to see if REVEAL can do it. Rodd said 1 ½ mile & three-quarters everywhere else.</p> <p>Rodd suggested a motion: 1 ½ miles up to the city limits except for those areas required by ADA and then three-quarters of a mile of the fixed route. No action was taken.</p> <p>Bob asked if we wanted to make a motion instead of taking this to the public. It would just be those who would be affected by it. Bob said let's see what REVEAL can do and let's hold off for now.</p>		
Executive Session	N/A		
Adjourn	Board meeting adjourned at 5:03 p.m.	MOTION: Candis Stiles moved that the meeting be adjourned, and Rodd Miller seconded. Motion passed 6-0.	Scott Tummons

Respectfully Submitted –



Keri Renner, Topeka Metro Board Secretary