

Mid-State Regional Coordinating Council Meeting
Tuesday, July 22, 2025
2-4 PM

Location:
Lakes Region Planning Commission
103 Main St, Meredith NH

Zoom Meeting
<https://us02web.zoom.us/j/84393052682?pwd=UMhyQ6Xl1sjM6rKsZgybC3blO82CBQ.1>
Meeting ID: 843 9305 2682
Passcode: 162246

Attendees	
Andrew Harmon, Citizen member (Secretary)	Glenn Trefethen, Lakes Region Planning Commission
Matthew Baronas, Principal Planner, CNHRPC – via Zoom	Tom Schamberg, Board of Selectman, Town of Wilmot (Chair)
Jane Alden, Town of Tilton	Teri Palmer, State Mobility Manager – via Zoom
Kara Coffey, Development Coordinator, Merrimack County – via Zoom	Cindy Yanski, Region 3 Mobility Manager (CAPBMCI)
Becky Tolman, Lakes Region Community Services	Susanne Peace, Volunteer Services Coordinator, Future In Sight
Fred Butler, Department of Transportation - via Zoom	Terri Paige, CAPBM(Vice-chair)

1. Welcome and Introductions

Tom called the meeting to order at 2:07 pm. We all introduced ourselves. We had seven (7) voting members in the room, though one (1) arrived late and one (1), M. Baronas, attending via Zoom due to a medical condition (a broken collarbone). A motion was made to allow virtual members the opportunity to vote by roll-call. A. Harmon asked if a single motion could cover allowing votes by future virtual attendance, or if a motion would have to be made for each virtual attendant at each meeting. T. Schamberg responded that it would have to be at each individual meeting.

m/s/approved T. Paige/J. Alden /unanimous

7 Yea, 0 nay

2. Review and approve minutes of the May 13th RCC meeting.

A. Harmon asked if when future agenda items involve physical materials that have an accompanying electronic component (like a QR code), could the electronic component be emailed to himself or to C. Yanski so it can be included in the minutes for that meeting? T. Schamberg agreed, and asked that the QR code for the draft coordinated plan be included in the May minutes. A motion was made to accept the minutes as amended.

m/s/approved A. Harmon/S. Peace/unanimous

8 Yea, 0 nay

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3. 5310 Fund transfer

T. Schamberg asked T. Paige to introduce the item. T. Paige agreed and mentioned that as part of completing the accounting for the current budget ending in June 30, 2025, there was an regarding the mobility manager salary. It had been increased in fy2024, but had not been properly recorded at the new amount. T. Paige reached out to Sarah Colon at DOT to ask if a transfer could be made as there was an over-funding in the purchase of service funds for Mid-State Transit, and S. Colon agreed that it could proceed so long as a formal motion approving the transfer was made and approved at the next Mid-State RCC meeting. A. Harmon asked if the funds were available as he had had problems reading the meeting materials due to an accessibility issue with some of the budget documents. T. Paige explained that there were more than enough funds to cover the transfer. T. Schamberg restated the issue and read some of the email S. Colon had sent to T. Paige, then asked for a motion to approve the transfer. A motion was made to formally transfer the balance of \$12,000 from Mid-State Transit Purchase of Service funds to the Mobility Manager fund to cover the increase in salary.

m/s/approved J. Alden/G. Trefethen/unanimous

7 Yea, 0 nay, 1 abstention: T. Paige

4. Paratransit service to complement the VDP

T. Paige began by explaining that since the inception of the volunteer driver program (VDP) at Mid-State Transit, the accessible ride portion of the program for those who qualify and need accessible rides were contracted out to Granite State Independent Living (GSIL). GSIL has given very short notice that effective September 30, they are ending their transportation program with the exception of their Reimbursement Program so GSIL will no longer be available to complete the VDP's accessible trips after 9/30/25. T. Paige further noted that during the past fiscal year she was aware of seven customers who regularly used accessible rides through the VDP for medical appointments and who use either wheelchairs or power wheelchairs, and are not able to transfer to regular vehicles. After several conversations with GSIL, T. Paige is aware of a further thirty (30) individuals who use the accessible transportation services from GSIL who we believe are not current MST customers and GSIL would like to find another way to cover trips for those customers. It was further noted that the reason for using GSIL contracted services with the VDP is to provide an accessible vehicle

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option to cover these rides were because the customers requesting the rides live within current gaps not able to be covered by MST bus service, either due to the location being far outside an existing route or because either the origin or destination is outside the service area of the bus service.

Some discussion followed, during which T. Paige encouraged any suggestions and added that there are some remaining 5310 funds in the full allocation for Region 3 to cover possible solutions. S. Peace asked if GSIL is selling their accessible vehicles. T. Paige said she did not know, but did have a conversation with F. Butler about what process would be involved in transferring vehicles that were purchased with 5310 funds. She noted that if any cost would be incurred, it would be effectively buying out the remainder of the local match required for making 5310-funded purchases. T. Schamberg asked if the RCC were to pursue transferring the vehicles, would there be funds available in the budget? T. Paige responded that she was unaware what the current match on the vehicles were, as it would depend how old the vehicles were. She noted if the vehicles had reached their expected life, there would be no match required, so the funds would have to be raised to cover whatever the amount would be. A. Harmon said that he was aware of one of the vehicles being older, while he thought GSIL had replaced one within the last three or four years. He further noted that part of the potential reason for the closure of the department is the lack of staff available to provide rides, as the director for the department was the only staff person he was aware of still serving within the transportation department. T. Schamberg asked if once the vehicles were obtained, would there be drivers already available to provide the rides? T. Paige responded that she would need to hire additional staff as her current drivers are already committed to bus routes. She noted that there would be more staff available to pull from in the fall as several current staff are away on vacations, but was uncertain if those substitute drivers would be enough to cover the difference in ride requests. J. Alden asked if volunteer drivers could be recruited to drive the accessible vehicles? T. Paige responded that it would be tricky as volunteers who drive using their own vehicle face less regulations than a volunteer driver driving a federally funded vehicle and those regulations would require enough costs that the driver would not wish to remain a volunteer. Further discussion followed, including discussion of the passenger size of the vehicles, to which A. Harmon said the largest vehicle he was aware of could hold up to six passengers including wheelchair users, but not if there were more than one or two wheelchair users. It was asked if the license required to drive would require a CDL, and T. Paige said no as the vehicles are less than sixteen-passenger vehicles which is the threshold. T. Schamberg asked if

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there were funds available for hiring the drivers, to which T. Paige responded again it would come down to the match required to cover the 5310 funds being used. T. Paige added that the volunteer driver hour allotment was increasing, so that could help cover part of the match required for a staff driver budget. S. Peace asked how many rides per week were fulfilled, and T. Paige said the VDP accessible vehicle trips averaged one to two a week, but she was uncertain how many of the thirty other customers were requesting rides per week. Further discussion followed about the potential ridership, during which R. Tolman asked for clarification about how many would be requesting the accessible rides. She noted that one to two rides a week alone would not be a feasible quantity to support a dedicated staff person, and some discussion followed. B. Tolman further noted she would be very interested to know how many of the thirty non-MST customers would be requesting rides if MST took on the services being discussed.

A. Harmon noted that GSIL's services provided rides to the whole state, and wondered how many of the thirty plus customers would be within the RCC's region? T. Paige said she was uncertain, and mentioned that she had invited members from GSIL to participate but neither could attend due to scheduling conflicts. T. Schamberg invited thoughts from the virtual participants, and M. Baronas said while he had no particular suggestions, he appreciated the direction the discussion was going as well as the information being provided.

T. Palmer asked how many of either group of customers were Medicaid eligible? She also asked if GSIL would be providing any match dollars to support the new services from MST? T. Paige said she was uncertain how many, but added that many of the what she was told was about thirty-three (33) customers would use the accessible rides for both medical and non-medical rides to events or volunteer/work locations. T. Paige further explained that any trips outside regular business hours for MST would be very difficult to provide, and added that given the nature of Medicaid-eligible rides the parameters for qualifying for the accessible rides many need to change. R. Tolman said that Medicaid waivers can now cover non-medical rides, and thought that possibly some portion of the thirty-plus customers are getting services covered by those waivers. Some discussion followed about using other services such as Uber or Lift to provide rides, and A. Harmon mentioned that there can be problems as a regular Uber ride is being provided by a person with their own vehicle, which is typically not set up to take a person who uses a wheelchair. He added that he would be interested to

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know if there are special additional Uber services that may ensure wheelchair-accessible vehicles are being made available.

T. Paige then mentioned that C. Yanski had looked into what other providers for accessible services existed in the region, and mentioned that Future in Sight used a different contractor. C. Yanski noted that another organization was Century Ambulance, which primarily operated out of Bow, as well as Home Base which operates out of Pembroke. Home Base primarily offers rides to students attending school, so their availability is limited to when they would not be dropping off students. S. Peace added that Future in Sight contracts with them occasionally, so she could find out more about what services Home Base could offer, but she was uncertain that they would be the best primary contractor to replace GSIL. Some discussion followed, during which J. Alden asked if the new parameters for Medicaid change the program at all? T. Paige responded no, adding that one of the requirements for the current VDP is ensuring the customers for MST do not already have Medicaid due to federal requirements. T. Paige added that her concern for all of the service programs is that people may lose their access to Medicaid and come off of waiver lists, which would cause MST to become inundated with requests, adding that she is preparing wait list criteria in the event that many more people become eligible in future due to changes in the Medicaid program. Some discussion followed, during which R. Tolman pointed out that there are different Medicaid programs, and that it is the medical programs under Granite Advantage that are being impacted by changes within the federal and state legislature. She added that she would be open to discussions about who might need accessible rides as Lakes Region Community Services has accessible vans available, and noted further that some of the towns mentioned where some of the thirty-plus customers live are within her catchment area. She added that the vans sit unused until a specific request for an accessible ride is made, and suggested that if someone needed a ride within the towns of New Hampton, Alton, Laconia, or Northfield, so long as it was within the state, a direct staff person could easily take their charge with them to provide an accessible ride to others within that area. R. Tolman further noted that it was unfortunate that GSIL did not approach the RCC sooner, as a conversation could be held about providing money to continue supporting their transportation programs. Some discussion followed on the possible nature of the alternative new service that would be needed to cover the loss of GSIL. C. Yanski noted that MST was under no obligation to provide the exact same service including recreational trips to the full thirty-plus customer base, to which several people agreed. T. Paige noted that the priority for MST is ensuring that the VDP

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customers are able to access medical transportation as it is a critical need, but she also noted that if there are other possible services that can be provided, MST could provide that type of trip. Some questions were asked regarding the currently existing service under GSIL, during which A. Harmon noted that outside of two one-way rides or one round-trip ride a month, GSIL would charge a prohibitive cost for fee for service rides. He thought it was roughly twenty dollars (\$20) per hour and two dollars (\$2) per mile, noting that a ride from his home in New Hampton to Concord would have costed around two hundred to two hundred and fifty dollars one-way. R. Tolman asked if the drivers would provide assistance besides the ride itself. T. Paige responded that MST did not, and A. Harmon responded that for GSIL if a rider needed assistance to the building, the driver would provide that assistance up to the entrance. T. Paige confirmed that that was the standards under the Americans with Disabilities Act (ADA), saying it was called "Origin to Destination service".

T. Schamberg invited F. Butler to add any further thoughts to the discussion, and F. Butler responded that the discussion was very fruitful. He added that if there is not enough funding to go around, that it is the situation. He further added that T. Paige was correct about the transfer of vehicles, and added that MST would have right of first refusal if the two vehicles were to become available for purchase. T. Schamberg asked if S. Peace could investigate further possible information from Home Base, and also asked R. Tolman if she could pursue her suggestion of providing some accessible rides. R. Tolman responded that she would need to get more information first regarding the possible new riders including frequency of ride requests as well as the number of towns needing to be served. T. Paige said she could provide that information for the seven customers, and when she met with GSIL in the next weeks she could inquire after the same for the thirty-plus customers. T. Schamberg asked if the logistics were to all come together, would the RCC need to meet again, or would MST just start the commitment? T. Paige said it mostly came down to available money, and mentioned that after talking with C. Yanski, there is roughly sixty thousand dollars (\$60,000) available within the budget that could be reallocated to covering the new service program. Some discussion followed, during which praise was offered if the suggested coordination of potentially Home Base, Century Ambulance, and the other organizations previously mentioned could offer services to cover the gap left by GSIL ceasing transportation operations.

G. Trefethen responded to T. Schamberg that his main questions had been previously answered, and asked if the Mid-State RCC had been discussing this problem with other

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regions? Some discussion followed, And T. Palmer said that there were discussions ongoing about wheelchair accessible rides in general throughout the different regions. She added that it would be good to bring up with ABLE NH as their clients do not currently rely on Medicaid-based services due to logistical issues, instead using services like Uber and Lift, and wondered if they would then use this new collaboration of services if they were aware of it.

Some discussion followed, during which T. Paige raised the concern of any formal actions needed to be approved by the RCC in order to proceed with the proposed suggestions regarding the gap in services as there would be a window of time in between GSIL's closure and when the next scheduled RCC meeting would be held. A. Harmon asked if the RCC could either vote by email or meet fully virtually by Zoom if necessary to address this potential issue. There was consensus that this was an unnecessary step, and F. Butler proposed a motion to provisionally reallocate the funds granted to GSIL for accessible rides to CAPBM to cover the gap in services until the next regularly scheduled RCC meeting, subject to DOT approval as a sub-recipient. The funding reallocation is not to exceed sixty-thousand (\$60,000) in order to meet the needs of the services provided.

m/s/approved R. Tolman/J. Alden/unanimous

7 Yea, 0 nay, 1 abstention: T. Paige

T. Paige thanked everyone who agreed to work on the new suggested services alternatives, and A. Harmon agreed, noting that even a small gap like his town of New Hampton that is only six miles from other services can feel very distant. T. Schamberg also thanked the RCC for their efforts and noted the communities stepping up to help their citizens is important.

5. Update on LRMHC services

T. Paige began by praising the driver for the new Lakes Region Mental Health bus service that was being coordinated with CAPBM since the launch of the service on July 1st, adding that the only minor disruptions are needing to obtain a list of manifests which she hoped to obtain later that evening from the driver. She added that Don, the driver, has been averaging between five and eight regular customers of Lakes Region Mental Health (LRMH) a day on Mondays and Thursdays when the bus operates currently. She noted that the bus has room for additional riders, but they wanted to try maintaining the current rides for only LRMH clients for a month to allow the clients

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to adjust to the new system before attempting to open the route for non-clients to use the system around Laconia. She ended by praising the coordination as a client who had previously used MST to travel in the morning and used the LRMH shuttle to return home is now using the shuttle both directions on the days the rides are operated which helps with ride capacity. C. Yanski added she attempted to get reporting from Travis Colby at LRMH regarding the adjustment of the existing customers to the new system further, and hoped that T. Colby will be able to attend the next meeting.

6. Mobility Manager Update

a. FTA 5310 service #s

B. Yanski shared the ride numbers for all of MST for the year, including BEAS-funded trips that were not 5310-funded, as well as MST fixed route numbers including trips through Tilton, Alton, and Laconia. T. Schamberg noted the numbers were quite steady, to which C. Yanski replied that while the numbers did increase at some times, they also decreased, so the numbers came out to an average about the same. She then discussed the VDP numbers, and noted that the number of riders had increased greatly during fiscal year 2024, and now had dropped somewhat. T. Palmer asked why might the number of riders have dropped, to which C. Yanski replied she was uncertain as her new hire Kathryn Nyx was overseeing that program. T. Paige added it was due to a lack of drivers C. Yanski then shared the number of denials of rides, and R. Tolman asked why there was a consistent spike in ridership during the month of April on both the fixed route and the VDP for MST? Some discussion followed, during which it was noted that people tend to be more active during those months as they are transitioning from their winter activities to spring-time activities instead. While reviewing the numbers for new drivers added as well as the detailed information for the VDP, some discussion followed regarding the number of drivers for the VDP. T. Paige noted that the way the drivers approach the number of requests they accept has changed due to changes in tax-reporting requirements for volunteer drivers within the last year. Some discussion followed regarding the taxi voucher program, and it was noted that it is currently suspended as drug-testing requirements would cause MST to have to add the taxi drivers to their pool of testers, which would add unnecessary prohibitive costs to the program as the taxi companies already provide the necessary testing. It was noted during the discussion that as brought

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up in the prior meeting, if an organization that was receiving only 5310 funds instead of both 5310 and 5311 funds as MST is currently receiving, the protocols would not be necessary, but currently no organization has the bandwidth to take on the program. C. Yanski then shared the current balances for the budget as of the end of fiscal year 2025, and T. Paige noted that official numbers would be available by the next regular meeting.

- b. MTA Seasonal Service is now available to Concord residents

Information not discussed at the meeting but added to the minutes: Manchester Transit changed the scheduled time they leave Manchester for their seasonal service trips to Hampton Beach and the Deerfield Fair which now gives the Concord Express enough time to arrive in Manchester so Concord residents can take advantage of these trips.

7. Update regarding LRPC planning grant – Laconia fixed route service

G. Trefethen began by mentioning the 5505E grant that Lakes Region Planning Commission (LRPC) had applied for a feasibility study for fixed route services in Laconia. He added that due to staff vacations and absences, the RFQ for a consultant to assist with the study would be going out in August.

8. Other or New Business

T. Palmer said that C. Yanski has joined her in supporting the Alliance for Healthy Aging towards holding the annual Volunteer Driver Peer to Peer network conference. She added that a Doodle poll would be going out soon regarding potential dates, possibly in September or October. She invited any volunteer driver programs or supporting organizations to join the effort.

T. Schamberg thanked her and wished her a happy birthday, which T. Palmer thanked him for.

T. Schamberg asked F. Butler if he had any business, to which F. Butler responded by saying no and then thanking Chair Schamberg for holding a good meeting.

T. Schamberg then asked others, including M. Baronas who said no. T. Schamberg wished him a speedy recovery, which others echoed. M. Baronas thanked Chair Schamberg.

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T. Schamberg then called on J. Alden, who responded that the town of Tilton had to expand its rides for seniors to the Manchester Veteran's Administration as several clients needed to attend the center. T. Paige asked how customers were getting to Manchester, and asked if there was a ride program. J. Alden responded that there may be, but she did not know how it worked. J. Alden added that there was the Veteran's center, and the State hospital, but that neither of them nor the clients seemed to know how to resolve the need for the trips. C. Yanski noted that when she spoke to DAV (Disabled American Veterans) transportation service, they said there were no drivers going north of Concord. Some discussion followed, during which T. Paige noted that her drivers had noticed DAV vehicles at the Laconia hospital, and T. Palmer said that those vehicles were from the Tilton Home. She added that she has had trouble finding rides for veterans north of Plymouth, and wondered if part of the problem is that veterans have to be at least thirty percent (30%) disabled to obtain services from a veteran's hospital? She also added that if a veteran received a referral to another service such as Concord Urology, the veteran would have to find their own transportation.

Other News:

- a) Yanski mentioned that the Veteran's Administration had reached out to her about a year ago to discuss adding a stop to the Concord-Laconia Connector route for their new campus in Franklin as it is along that corridor. She added that for now MST would look at covering the campus by allowing clients who qualify to use the MST and the VDP under MST. If enough clients did not qualify, then T. Paige would entertain the idea of adding a stop at the entrance to the campus.
- b) R. Tolman shared that UMass has created an "elder index" tool that includes a number of factors someone can investigate such as transportation, housing costs, health care costs, in addition to health care outcomes nationwide by county. She added that she compared the poorest and most expensive counties by this index, and found that Belknap County was tied with Los Angeles county for one of the most expensive counties to age in, noting that the two main driving factors were transportation and housing costs. She was uncertain which branch of UMass had hosted the project, but suggested it may be Boston and

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added if someone did a google search, they could find it easily. (site address is: <https://elderindex.org/>)

- c) C. Yanski shared that she is preparing for Community Transportation Month activities in October and asked M. Baronas if Commute Smart NH would be doing their annual Buses, Bikes and Brooms challenge, to which M. Baronas agreed they were and thanked her for mentioning the event. C. Yanski then added that the NH Transit Association would be passing out Community Transportation month pins that people could wear, will ask different restaurants if people who wore the pins would receive a discount during the month. The Red Arrow Diner and Constantly Pizza – both in Concord – agreed last year, and she said she would try to find other restaurants around the Lakes Region. Members presented Cindy with some potential restaurants she should reach out to including Tandy's in Concord, The Common Man, Dianna's in Tilton, and Flip Side in Laconia were among the possible suggestions for whom to approach. C. Yanski thanked them for the suggestions.

9. Adjourn

A motion was made to adjourn the meeting at 3:27 pm.

m/s/approved T. Schamberg/J. Alden

All MST Trips
Includes BEAS and 5310 Funded Trips

MST	July	August	Septem	Octobe	Novem	Decem	January	Februar	March	April	May	June	Total
2020	1,876	1,680	1,660	1,722	1,379	1,519	1,606	1,523	1,182	300	162	226	14,835
2021	543	550	662	661	603	642	628	559	842	894	898	870	8,352
2022	766	824	940	926	955	1,006	911	903	1,290	1,160	1,163	1,341	12,185
2023	1,185	1,515	1,390	1,323	1,335	1,437	1,227	1,119	1,370	1,345	1,417	1,410	16,073
2024	1,366	1,679	1,337	1,510	1,434	1,406	1,441	1,429	1,317	1,428	1,506	1,304	17,157
2025	1,459	1,580	1,432	1,473	1,367	1,508	1,456	1,336	1,458	1,520	1,460	1,479	17,528
2026	1,538	1,411	1,502										4,451

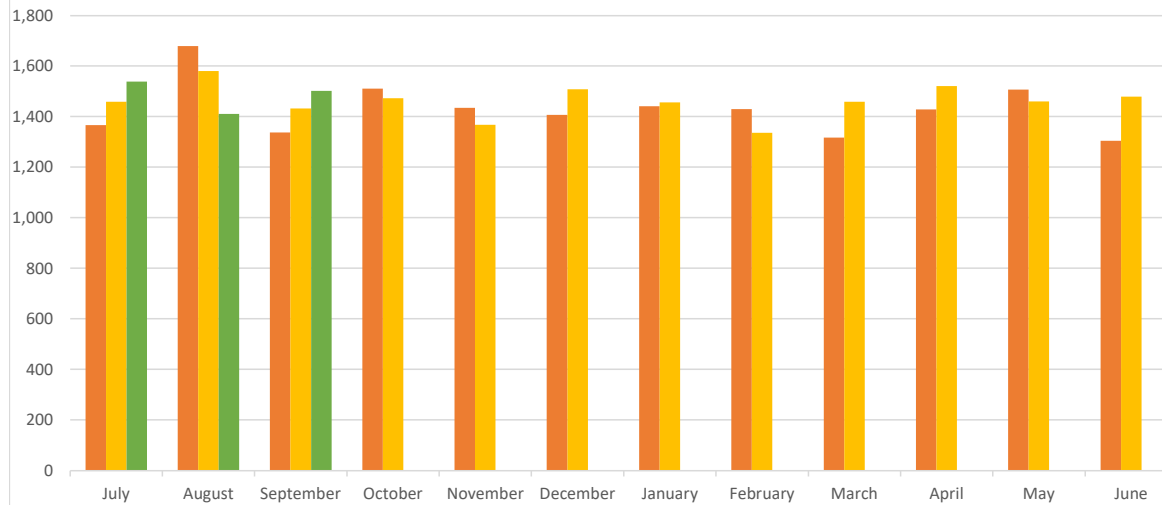
Increase of 46%

Increase of 32%

Increase of 6.744%

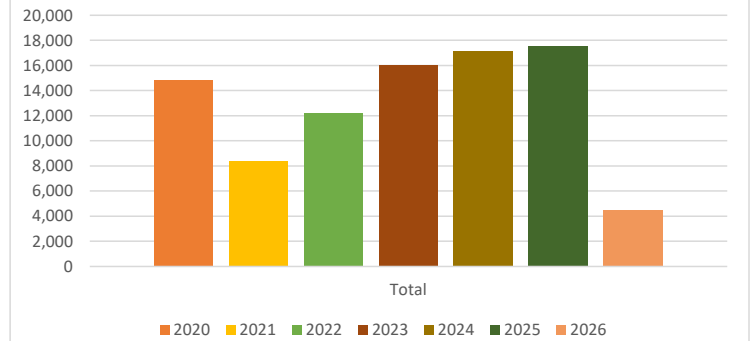
Increase of 2.16%

Total MST Rides by Month



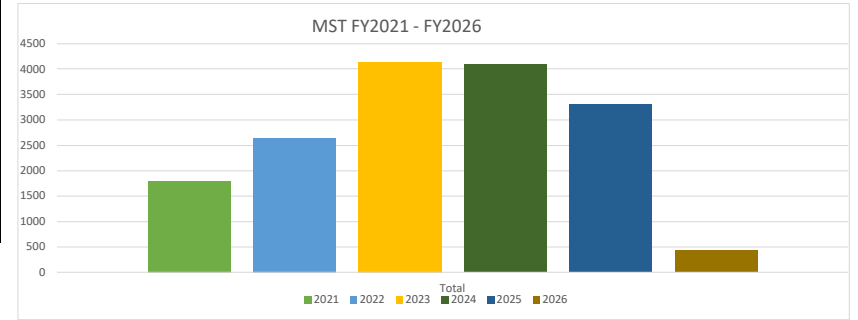
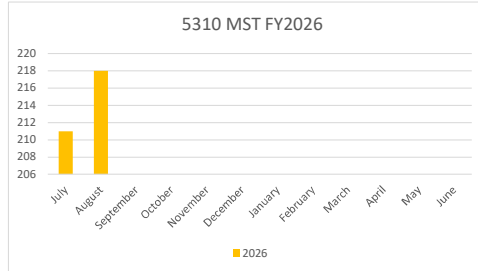
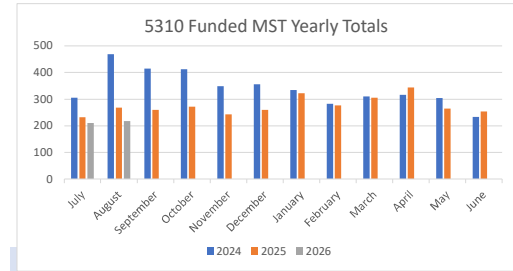
Yearly Totals of All MST Rides

Includes BEAS and 5310 Funded trips



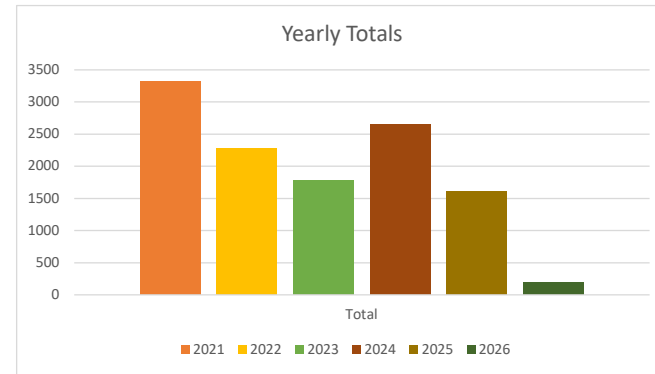
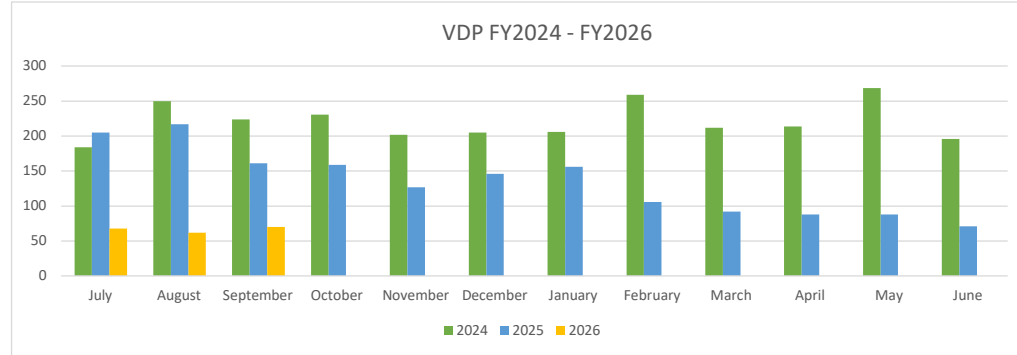
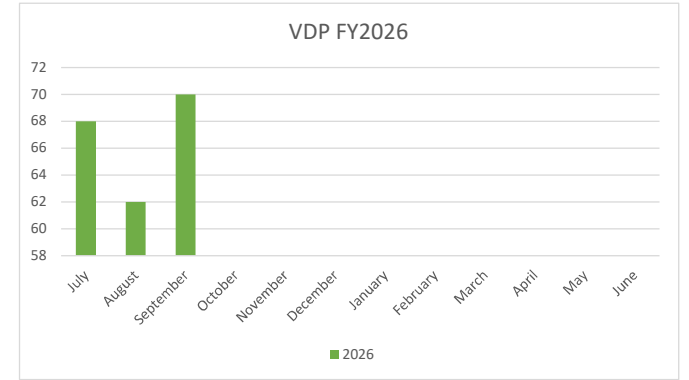
FY2016-FY2026 CAPBMC1
Mid-State Transit **Billed to NHDOT**
5310 funded: Under 60 yrs with disabilities and Expansion into Tilton, Loudon, Hopkinton, Danbury and Hill

RTS	July	August	September	October	November	December	January	February	March	April	May	June	Total
2016	206	248	250	217	125	160	186	130	214	209	289	272	2506
2017	165	242	173	197	195	240	251	201	234	199	215	185	2497
2018	205	206	206	241	218	233	193	188	145	156	175	170	2336
2019	204	114	124	185	140	154	168	148	206	205	177	177	2002
2020	326	326	303	375	302	268	314	299	129	49	40	46	2777
2021	60	58	50	67	172	76	64	191	276	236	290	255	1795
2022	268	263	304	221	202	150	149	158	206	214	235	280	2650
2023	233	354	327	324	395	355	347	326	333	356	411	374	4135
2024	306	469	415	413	349	356	334	283	311	317	305	234	4092
2025	232	268	260	272	243	260	323	277	306	344	265	254	3304
2026	211	218											429



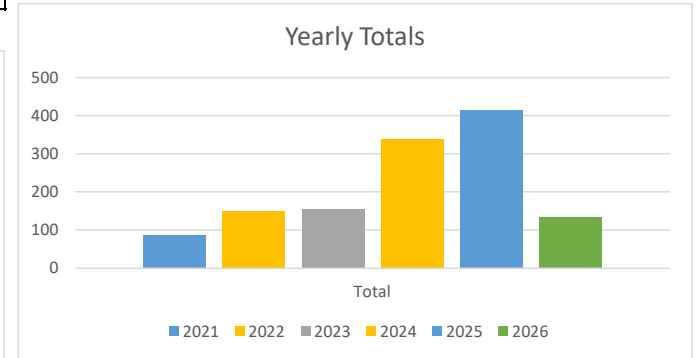
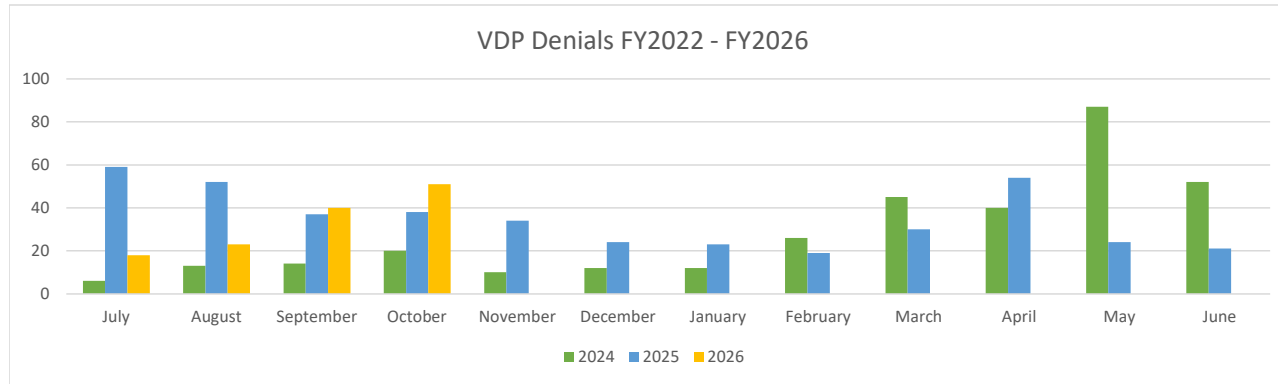
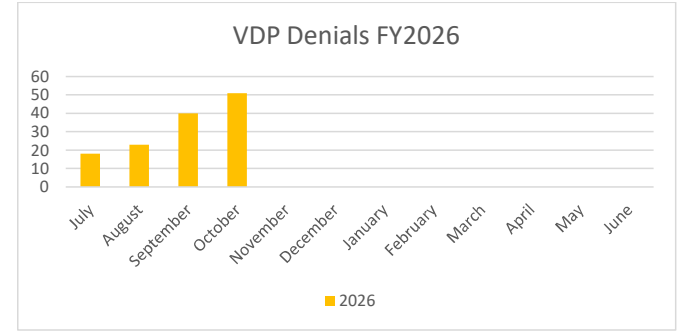
FY2016-FY2026 CAPBMCI
Volunteer Driver Program Ridership

VDP	July	August	September	October	November	December	January	February	March	April	May	June	Total
2016	367	438	438	397	386	426	416	402	485	420	403	407	4985
2017	399	437	435	389	374	441	448	387	444	457	473	444	5128
2018	365	484	342	412	400	378	418	389	405	374	441	236	4644
2019	356	326	203	221	202	212	218	174	228	267	316	285	3008
2020	354	439	348	459	436	390	428	369	297	170	196	265	4151
2021	348	276	327	356	275	283	213	187	280	265	253	258	3321
2022	211	232	225	235	183	164	156	154	167	215	189	154	2285
2023	146	173	161	194	148	112	115	117	148	128	167	178	1787
2024	184	250	224	231	202	205	206	259	212	214	269	196	2652
2025	205	217	161	159	127	146	156	106	92	88	88	71	1616
2026	68	62	70										200



FY2016-FY2026
CAPBMCI Volunteer Driver Program Denials
Denials=no volunteer available

	July	August	September	October	November	December	January	February	March	April	May	June	Total
2016	19	23	29	14	14	11	12	16	33	28	35	29	263
2017	19	18	23	27	25	19	24	28	23	34	31	25	296
2018	45	45	63	47	47	47	38	53	57	0	68	31	541
2019	28	44	43	37	45	31	33	17	11	7	10	8	314
2020	6	2	0	11	12	14	18	0	12	3	0	0	78
2021	4	4	10	9	2	4	16	6	17	9	6	0	87
2022	16	28	26	34	0	6	4	6	8	8	2	12	150
2023	27	20	14	18	6	19	8	14	13	6	6	2	153
2024	6	13	14	20	10	12	12	26	45	40	87	52	337
2025	59	52	37	38	34	24	23	19	30	54	24	21	415
2026	18	23	40	51									132



FY 2026 Volunteer Driver Program
Detail Information

	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26
New riders approved	46	33	31	35						
New drivers										
Drivers de-activated										
Drivers who served	5	5	5	5						
Active drivers	21	18	18	18						
Total rides (no para)	62	55	60	47						
Paratransit rides	6	7	10							
Total rides (including para)	68	62	70							
# of riders										
Denials	18	23	40	51						
of the total # of Denials how many were paratransit?										
Mileage #	2132	1859	1843	1616						
Paratransit mileage	516	545	808							
Reimbursement	1,492.40	1,301.30	1,241.10	1,180.20						
Paratransit cost	1,465.04	1,594.54	2,342.36	0.00						
Hours	92.45	80.7	77.05	75.05						
% Paratransit rides										
Denials by Town	Canterbury - 1	Allenstown - 1	Allenstown - 2	Alton - 2						
	Center Barnstead - 1	Barnstead - 1	Alton - 1	Belmont - 4						
	Concord -3	Belmont - 1	Belmont - 1	Bow - 3						
	Epsom - 2	Bow -1	Center Barnstead - 5	Center Barnstead - 6						
	Franklin - 3	Epsom - 2	Concord - 4	Concord - 2						
	Laconia - 3	Franklin - 2	Franklin - 2	Dunbarton - 3						
	Suncook - 1	Laconia - 1	Hill -1	Franklin -3						
	Webster - 4	Meredith - 2	Hooksett - 1	Gilmanton - 1						

Future In Sight Trips and Mileage													
FY 2024	July	August	September	October	November	December	January	February	March	April	May	June	Total
Trips	62	34	81	72	58	52	62	68	85	63	59	47	743
Miles	766	532	1867	1322	712	660	913	938	1057	1368	1257.5	1054.2	12446.7

Future In Sight Trips and Mileage													
FY 2025	July	August	September	October	November	December	January	February	March	April	May	June	Total
Trips	54	48	43.5	75	70	58.5	115	59	110	91	100	88	912
Miles	960.5	1006	1004.1	1584	1316	1154.7	2650	1491	2651.7	2188	2408.4	1957	20371.4
Volunteer Hours						60.5	98	41	71	132	142.75	119	664.25

Future In Sight Trips and Mileage													
FY 2026	July	August	September	October	November	December	January	February	March	April	May	June	Total
Trips	56	64	121										241
Miles	1180	1184	2817										5181
Volunteer Hours			126										126

Lakes Region Mental Health Center Transportation in Region 3 - Trips

[illegible]

FW: transfer funding in 5310 budgets FY25

From Terri Paige <tpaige@capbm.org>
 Date Wed 2025-06-11 4:10 PM
 To Cindy Yanski <cyanski@capbm.org>

Hi Cindy,

Can you please make sure to add this to the agenda for the next RCC meeting.

Thank you!

Terri Paige

Office: (603) 225-3295 Ext. 1229
 Cell: 603-892-5271
tpaige@capbm.org

From: Colon, Sarah <sarah.m.colon@dot.nh.gov>
 Sent: Wednesday, June 11, 2025 4:08 PM
 To: Terri Paige <tpaige@capbm.org>; Butler, Frederick <Frederick.J.Butler@dot.nh.gov>
 Cc: Steven Gregoire <sgregoire@capbm.org>
 Subject: RE: transfer funding in 5310 budgets FY25

Hi Terri,

There is sufficient funding available for the proposed revision and we are okay with your proposed adjustment. Has the RCC already approved? There will need to be formal RCC vote of approval for the budget revision if not.
 Please forward the minutes if this already happened or confirm this will be on agenda for upcoming meeting, (and forward the meeting minutes after vote!).

Here is what we show currently for 5310 through April reimbursements:

	80% Contracted Services		80% Mobility Management		100% RMN	
	Fed \$	Grant Billed To	Fed \$	Grant Billed To	Fed \$	
Invoice # ↓ / Current FY Allocation	\$ 271,082.00		\$ 19,840.00		\$ 103,478.00	
SFY Carry forward	\$ -		\$ -		\$ -	
Total Available	\$ 271,082.00		\$ 19,840.00		\$ 103,478.00	
EXPENDED	\$ 125,626.52		\$ 11,855.90		\$ 86,504.12	
AVAILABLE BALANCE	\$ 145,455.48		\$ 7,984.10		\$ 16,973.88	

Please let me know if any questions or issues.

Thanks,
 Sarah

From: Terri Paige <tpaige@capbm.org>
 Sent: Wednesday, June 11, 2025 3:37 PM
 To: Colon, Sarah <sarah.m.colon@dot.nh.gov>; Butler, Frederick <frederick.j.butler@dot.nh.gov>
 Cc: Steven Gregoire <sgregoire@capbm.org>
 Subject: transfer funding in 5310 budgets FY25

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Hi Sarah and Fred,

Steve and I have been reviewing budgets as the end of the year rapidly approaches and realized that we had an oversight in the MM budget on the 5310 funding side. We gave Cindy a raise halfway through FY24 and forgot to adjust the FY25 budget to account for the increase. We also discovered that we are currently overfunded in the 5310 Expansion grant. Is there any way that we can transfer \$12,000 from the 5310 expansion grant budget to the 5310 MM budget to finish out the year covering May and June completely in the MM budget?

Thank you in advance for your consideration. Your ongoing support is very appreciated.

Terri Paige
 Transportation Director
 P 603.225.3295 x 1229 F 603.228.1898
capbm.org

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