



## Greater Nashua (Region 7) Regional Coordination Council

Thursday, August 28, 2025 – 10:00 am

This will be a hybrid meeting, with in-person and Zoom options.

### In-Person Attendance

NRPC Office Large Conference room

30 Temple Street, Suite 310, Nashua, NH 03060 [Virtual or Telephone Attendance Join Zoom Meeting](#)

<https://nashuarpc.zoom.us/j/82109127266?pwd=cWRSbkljeHGNFh1VjN3NGRqcHJNUT09>

Meeting ID: 821 0912 7266

Passcode: 687958

Phone: 1 929 205 6099

### Agenda

1. *Call to Order & Introductions*
2. *Approval of June 2025 meeting minutes (attached) – Action Item*
3. *Updates RCC7 5310 RCC funding FY25 End-of-Year Report (Memo attached)*
4. *October - NH Community Transportation month*
5. *Locally Coordinated Transportation Plan – Strategies Survey & Prioritization (Memo attached) – Action Item*
6. *Regional Mobility Management Update & Highlights*
7. *Member & Community Concerns and News*
8. *Adjournment*

(603) 417-6570 30 Temple Street Suite 310 Nashua, NH 03060  
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**BUILDING MANAGEMENT REQUESTS THAT VISITORS NOW PARK IN THE UPPER LOT**  
(See the attached map)



NASHUA REGIONAL PLANNING COMMISSION  
METROPOLITAN PLANNING ORGANIZATION





**Greater Nashua Regional Coordination Council (RCC7)**

**DRAFT Meeting Minutes**

**Thursday, June 26, 2025**

**Attendees:**

In Person:

Bill Ayer, Voices of Major Drive  
Carol Brooks, SVTC  
Jon Eriquezzo, HC Meals on Wheels  
Janet Langdell, SVTC  
Camille Correa, Nashua Transit System  
Angelique Pandolph, Easter Seals  
Donald Paré, Gate City Bike Coop  
James Wilkie, Caregivers  
Deb Ritcey, Granite State Independent Living  
Alex Dumont, Bridges  
Zafar Farooqui, CAP of Hillsborough & Rockingham Counties  
XolaRose Reddick, SSVF Harbor Care  
Nelly Gachohu, Public Health/Community Health Worker

NRPC Staff:

Matt Waitkins, MPO Coordinator  
Donna Marceau, Mobility Manager - RCC7  
Mary Brundage, Regional Planner

Remote:

Sandra Delosa, Town of Merrimack Welfare  
Teri Palmer, NH Mobility Manager, RLS Associates  
Mike Apfelberg, United Way of Greater Nashua  
Lori Lorman, NTS

**1. Call to Order & Introductions**

Langdell opened the meeting at 10:04 a.m. Members and guests introduced themselves.

**2. Approval of May 2025 meeting minutes (attached) – Action Item**

Langdell asked if there were any corrections/edits to the minutes.

*Eriquezzo motioned to approve the minutes, with a second by Pandolph.*

***THAT the May 22, 2025, draft meeting minutes be approved as submitted to the Council. Mike Apfelberg abstained. Motion passed.***

**3. Updates from the Chair 5310 3rd Quarter Report & NHTA-SCC Annual Meeting**

Langdell gave an update on the 5310 3rd quarter report. She informed that while the numbers need to be finalized, the program is well within budget. Through May, the number of rides funded through the 5310 program is up 4%. Also reported from James Wilkie at Caregivers, there were 22 new volunteer drivers for this fiscal year through May, serving clients within the region. Wilkie mentioned that they run ads to advertise for new volunteers. Apfelberg added that United Way of Greater Nashua also refers people to Caregivers to volunteer drive. Langdell noted that SVTC includes VDP referral information at their outreach events.

Langdell gave a recap on the NHTA-SCC Annual Meeting. She shared the two posters that were presented at the meeting. She thanked Kerry Miller of NTS for taking the lead on that effort. Conversation ensued about how the meeting was very well organized this year, and that there were some practical takeaways along with the opportunity to network with new people. Waitkins pointed out that Donna Marceau did a lot of work for the travel training and posters. Langdell ~~gave a shout out to shared that the~~ Transdev of Nashua frontline team, ~~represented by~~ Tracy Turner and George Kypriotes, ~~received for~~ the NHTA Excellence in Transit Award for Region 7. Teri Palmer asked ~~the group~~ to send feedback and thoughts about the annual meeting to her for next year's ~~to her~~ planning.

Langdell congratulated Opportunity Networks, ABLE NH, and Gateways, who each received a portion of the funds raised from the Nash Casino.

Langdell reviewed the packet items, including information about the Keep NH Moving community transportation assessment with links, as well as another assessment being done by Age Well NH. Information can also be found on the [keepnwmoving.com](http://keepnwmoving.com) website. She encouraged everyone to take the surveys and share within their circles. She reminded the group that ABLE NH will be having a lunch and learn on July 18 on Medicaid funding for transportation. Information can be found on the [AbleNH.org](http://ablenh.org) website. Langdell mentioned that the NRPC is updating their regional plan and that there are surveys that can be taken on their website at <https://engage.nashuarpc.org/> on a variety of topics, including transportation.

Two new introductions were made. XolaRose Reddick introduced herself. She works as a health care navigator for supportive services for veteran families at Harbor Care. She explained some of the challenges with transportation in scheduling medical appointments for veterans. Nelly Gachohu introduced herself as a community health worker with the City of Nashua and mentioned some of the transportation issues she sees in her role. Langdell welcomed both women to the meeting.

#### **4. Regional Mobility Management - June Highlights (Donna Marceau)**

Marceau mentioned that the Gate City Bike Co-Op has a new president, Richard Swatz, after John Burkett passed away. Marceau also commended NTS on the great job that they are doing.

Marceau gave an update on youth transportation. There had been concerns that the young people in our region are not getting their driver's licenses. NRPC staff noticed that those waiting for the bus in the transit center could not get to work opportunities because of their lack of driver's licenses. This problem is also noticeable to others who work with youth, including the staff at the Adult Learning Center and those involved with homeless youth. The Continuum of Care's Youth Homeless Committee assembled, and there were some people who had worked on this problem.

The basic problem is twofold – there is the lack of money to take the class, and then there is the 40 hours of driving mentorship that is required to get a license. So, the Big Brother Big Sister of New Hampshire has a solution to these issues, called the "Keys to Drive" Pilot Program, which would provide classroom instruction and engage quality volunteer mentors to facilitate the practice driving part. The NH Charitable Foundation will sponsor this as a pilot program.

Marceau reported that there were 41 requests for help since the last meeting. In total, 15 rides were provided through the Greater Nashua eCommunity Rides program – 8 taxi, 7 wheelchair.

#### **5. Locally Coordinated Transportation Plan (LCTP) Prioritization of Strategies (Matt Waitkins)**

Waitkins led an exercise about setting priorities within the LCTP. He explained that it applies to the newer strategies that were identified in the latest update of the LCTP. He projected a grid that represented on the horizontal axis the feasibility that members will place strategies (on sticky notes) based on low, medium, and high levels of feasibility on a grid. The vertical axis had a degree of impact (high, medium, and low levels). The outcome is based upon several factors, i.e., cost, political will, etc.

The first strategy Waitkins brought up was Service to Boston and Burlington, MA. Langdell clarified that this is for medical centers. Conversation ensued on where on the grid this strategy should be placed. Farooqui questioned, without knowing how the strategy is going to be implemented, how can the feasibility be assessed? Langdell explained that it is a challenge to create a higher-level report like the LCTP and that if the strategy becomes a priority, then we go into the details. She further explained that we want to keep the report at a somewhat high level because this is a report that we need for some of the Federal funding, and we don't want to lock ourselves into one model only. There was a question about asking local health care centers about what their challenges were in getting clients to their appointments. It was Marceau explained that there was some polling done in that area. Waitkins mentioned that transportation for Boston medical centers was on the radar with the SCC. Langdell mentioned that with the various health system realignments people are going to have to travel further for medical treatment than in the past, and it will become challenging to get people to their appointments. Palmer stated it will take some work and collaboration with Massachusetts to coordinate.

It was decided that the strategy Service to Boston and Burlington was medium/high impact and low/medium feasibility.

The next strategy was Service to Peterborough. It was reached by consensus that the impact was low and the feasibility was high/medium. After that, Service to Manchester and Bedford, NH was brought up. It was determined that this strategy has a high impact and medium feasibility.

The next strategy brought up was Increase 5310 Service. There was some conversation on how that is defined, that there is a difference in strategy for funding versus access. Waitkins stated that he will rework that for the survey.

Waitkins brought up the Increase 5310 Service to Lyndeborough and Litchfield. It was mentioned that this strategy needs to be separated, as the needs of those communities are very different. Apfelberg mentioned that Litchfield is more orientated toward Manchester.

Langdell suggested that we go around the room and each agency identify what would have the most impact/feasibility for their client population.

The following needs were mentioned for each organization:

Bridges: Clients were mostly in Nashua and sometimes in Manchester. Usually, they will connect with the crisis center there.

CAP: Not as much for medical needs, but for housing needs. Especially getting transportation between Nashua and Manchester. Many clients can't afford the bus.

Major Drive: Reduce wait times and Sunday service.

Nashua Health Dept.: Clients need transportation to appointments in Manchester or Boston. Also getting more calls for the elderly to get to appointments.

Gate City Bike Co-op: Most of their clients, the bike is their only form of transportation, and they need the ability to put their bikes on the bus. Currently, NTS can only hold 1 or 2. Challenge to get from downtown to the Co-Op to get a bike. Most will walk 3 miles to get to the Co-Op.

SSVF Harbor Care: Doctors need to send clients outside of Nashua

Easter Seals: Need for increased funding for transportation. There is a huge need for dialysis appointments.

Granite State Independent Living: Struggles to help clients to get to social visits like a family wedding or hair appointments. There has been a decrease in the availability of drivers and funding. More training on what is available. Also, more education on what young people can do to give back to their communities.

Caregivers: Issues with coordinating in Interregional and inter-community rides. Finding volunteers for those rides.

Meals on Wheels: Higher need than what they are contracted for in Manchester. Not as much in Nashua. Litchfield has limited services, and there is a need for transportation to get to places.

Town of Merrimack Welfare: NTS has been able to meet most needs. There is a challenge with homeless clients at the extended stay, where they don't have transportation to go find jobs, and no internet access to apply for food stamps. They also can't get to the library where there is internet access.

After some discussion, Langdell suggested that a better more efficient way to prioritize projects would be to develop a SurveyMonkey and send it to the RCC group. The survey could be set up to average the results and the results could be brought back to the next meeting to discuss. It was agreed that NRPC staff would develop the survey and distribute to the group.

## 6. Community & Member Concerns and News

Palmer mentioned that a survey link was sent to ask about client needs, and what organizations do provide.

Farooqui asked that SurveyMonkey include an N/A option on the questions.

Palmer gave some state updates: the community needs assessment is being done, and they need participation in some focus groups, the volunteer initiative meeting is coming up, and there's going to be a new work plan coming up from the State Coordinating Council leadership team. She also mentioned that the performance measures sent to agencies need to be filled out required by NHDOT and the SCC need to be submitted by the 15<sup>th</sup> of the month for the previous month, as there might be a risk of funding being held back.

## 7. Adjournment

***Meeting adjourned at 11:33 AM***

***The next meeting will be on Thursday, August 28, 2025***



# Memo

## Greater Nashua Regional Coordination Council ~ RCC7

To:	RCC7 Members and Attendees
From:	Janet Langdell, SVTC M&PM, RCC7 Chair
CC:	Kate LaFond, NRPC Assistant Exec. Director
Date:	8/22/25
Re:	<b>RCC7 End-of-Year Fiscal Year Report FY25</b>

Per the RCC7 Bylaws and the State Coordinating Council's expressed expectation that the RCCs will regularly receive and review financial reports relative to FTA 5310 (RCC) funding, the following is the End-of-Year report for fiscal year 2026 (July 1, 2024, through June 30, 2025).

In order to "paint" part of the picture of community transportation in Region 7, data about new passengers and rides is requested for our 5310 RCC funded programs (SVTC, Caregivers, Merrimack/NTS, NRPC Foundation) and collected from other providers each month. We greatly appreciate the willingness of the Community Volunteer Transportation Company (CVTC) serving Mason, the Greater Salem Caregivers serving Pelham, and the Nashua Transit System (NTS) serving Merrimack and Hudson as well as Nashua to provide additional information about Volunteer Rides, and Senior and Paratransit services *not* provided with 5310 (RCC) funds. This information provides a more informed picture of the service needs and services provided in our region.

Additional information about rides and new applications will be provided at the RCC7 meeting.

The following table summarizes the 5310 (RCC) funding.

In that table:

\* Local 20% Match for NRPC contract services to be paid proportionally by providers and potential new programs.

Green Rows are new programs proposed/added in FY2025,

RMM = Regional Mobility Management program

At the end of FY2025, Region 7 underspent the federal 5310 RCC allotment by \$35,749.15. The RCC held some funds in reserve anticipating a mid-year proposal for additional community transportation services that did not materialize. The Souhegan Valley Rides program was unable to schedule more service hours in part due to the lack of drivers.

## FY2025 - 5310 RCC Funding

		Actual Expenses Billed w/ Federal-Local match breakdown						
Category		Starting Budget	Q1	Q2	Q3	Q4	Total	Balance Year-to-Date
NTS SV POS - Total		\$205,037.50	\$47,283.20	\$46,544.40	\$46,544.00	\$47,283.20	\$187,654.80	\$17,382.70
Federal	NTS Souhegan Valley	\$164,030.00	\$37,826.56	\$37,235.52	\$37,235.20	\$37,826.56	\$150,123.84	\$13,906.16
Local	NTS Souhegan Valley	\$41,007.50	\$9,456.64	\$9,308.88	\$9,308.80	\$9,456.64	\$37,530.96	\$3,476.54
NTS Merrimack POS - Total		\$25,000.00	\$15,440.92	\$9,559.08	\$0.00	\$0.00	\$25,000.00	\$0.00
Federal	NTS Merrimack	\$20,000.00	\$12,352.74	\$7,647.26	\$0.00	\$0.00	\$20,000.00	\$0.00
Local	NTS Merrimack	\$5,000.00	\$3,088.18	\$1,911.82	\$0.00	\$0.00	\$5,000.00	\$0.00
GN Community Rides PILOT POS - Total		\$12,500.00	\$0.00	\$400.00	\$360.00	\$1,433.50	\$2,193.50	\$10,306.50
Federal	Regional + W/C - new pilot	\$10,000.00	\$0.00	\$320.00	\$288.00	\$1,146.80	\$1,754.80	\$8,245.20
Local	NRPC Foundation	\$2,500.00	\$0.00	\$80.00	\$72.00	\$286.70	\$438.70	\$2,061.30
PILOT POS - Total		\$16,500.00	\$0.00				\$0.00	\$16,500.00
Federal	TDB	\$13,200.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$13,200.00
Local	TDB	\$3,300.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3,300.00
Caregivers - Total		\$13,524.64	\$1,390.02	\$402.62	\$2,474.99	\$8,198.67	\$12,466.30	\$1,058.34
Federal	Caregivers NH	\$10,819.71	\$1,112.02	\$322.10	\$1,979.99	\$6,558.94	\$9,973.04	\$846.67
Local	Caregivers NH	\$2,704.93	\$278.00	\$80.52	\$495.00	\$1,639.73	\$2,493.26	\$211.67
NRPC - Total		\$5,980.70	\$1,136.25	\$1,557.45	\$3,382.86	\$465.24	\$6,541.80	(\$561.10)
Federal	NRPC - MM/CM	\$4,784.56	\$909.00	\$1,245.96	\$2,706.29	\$372.19	\$5,233.44	(\$448.88)
Local	NRPC - MM/CM*	\$1,196.14	\$227.25	\$311.49	\$676.57	\$93.05	\$1,308.36	(\$112.22)
RMM - Total		\$47,770.86	\$20,599.49	\$25,920.11	\$177.40	\$1,073.86	\$47,770.86	\$0.00
100% Fed	RMM Program	\$47,770.86	\$20,599.49	\$25,920.11	\$177.40	\$1,073.86	\$47,770.86	\$0.00



<b>Greater Nashua Regional Coordination Council ~ RCC7</b>	
To:	RCC Members and Attendees
From:	NRPC Staff
Date:	8/24/2025
Re:	<b>LCTP Strategies &amp; Project Prioritization</b>

## **Strategies and Project list from LCTP 2025-2030**

The Greater Nashua RCC requested at the June 26<sup>th</sup> meeting that NRPC staff design a survey that would help prioritize the strategies and project list in the recently adopted Locally Coordinated Transportation Plan (LCTP). The survey was subsequently created and sent to RCC members. There were 13 responses.

The survey allowed members to prioritize each strategy/project based on 2 factors: the *impact* it would have on Community Transportation and the *feasibility* of the strategy/project being implemented.

The results of the survey are summarized on the following pages in the following categories:

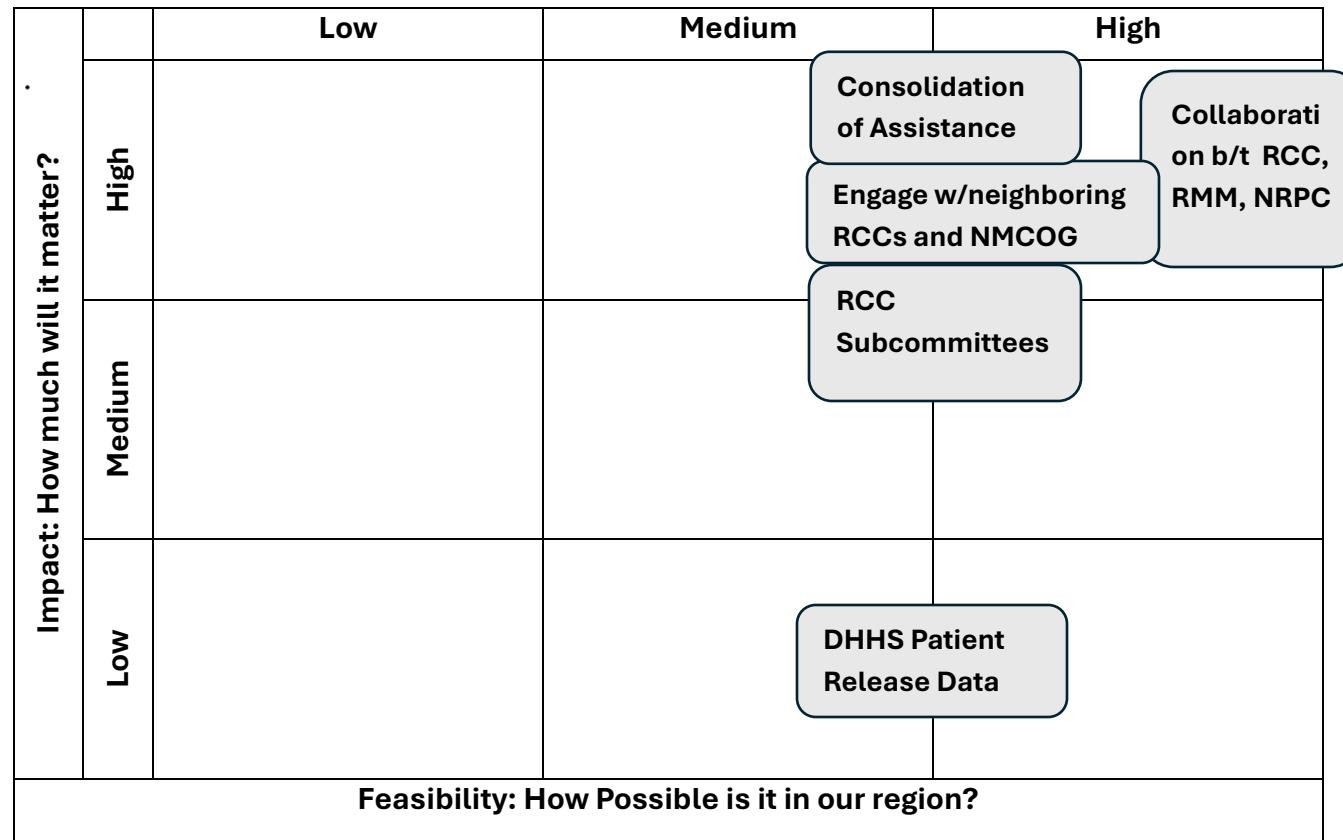
- Regional & Statewide Mobility Management
- Education & Outreach
- Volunteer Driver Network
- Technology & Innovation
- Transportation Services
- Transportation Resources Directory

For each of the categories there are two tables, one that summarizes the respondents' thoughts about the level of impact on the transit-dependent population and one table that summarizes the respondents' thoughts on the feasibility of implementation.

For each category there is also a grid where NRPC staff placed each strategy/project based on the numbers/percentages in the tables.

The tables and grid will be discussed at the August 28<sup>th</sup> RCC meeting.

## Regional & Statewide Mobility Management



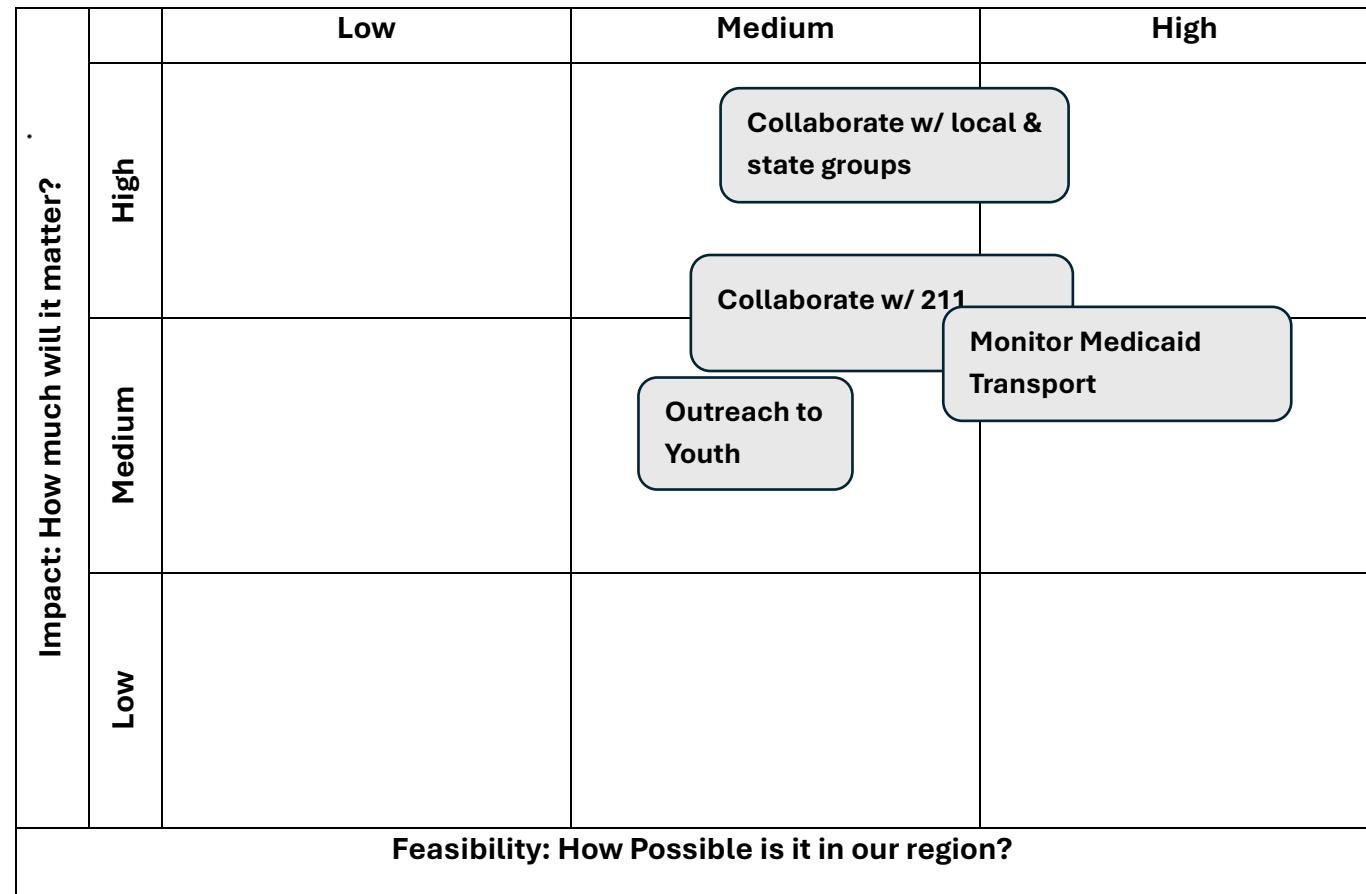
## Regional & Statewide Mobility Management

Please rate the level of impact you believe each of the following strategies would have on your clients.												
Regional & Statewide Mobility Management	Low		Low/Medium		Medium		Medium/High		High	N/A or unsure	Total	
Regional Coordination Council 7 (RCC7) subcommittees	21.43%	3	14.29%	2	21.43%	3	21.43%	3	21.43%	3	0.00%	0
Enhance collaboration between RCC7, Nashua Regional Planning Commission (NRPC), Regional Mobility Manager (RMM)	7.14%	1	7.14%	1	21.43%	3	21.43%	3	42.86%	6	0.00%	0
Department of Health and Human Services patient release data	21.43%	3	7.14%	1	14.29%	2	14.29%	2	14.29%	2	28.57%	4
Consolidation of assistance	7.14%	1	0.00%	0	14.29%	2	35.71%	5	35.71%	5	7.14%	1
Engage w/ neighboring RCCs (5&8) and the Northern Middlesex Council of Governments (NMCOG) - a Greater Lowell regional planning commission	14.29%	2	14.29%	2	14.29%	2	14.29%	2	42.86%	6	0.00%	0

Please rate the level of feasibility you believe each of the following strategies would be to implement.

Regional & Statewide Mobility Management	Low		Low/Medium		Medium		Medium/High		High	N/A or unsure	Total	
Regional Coordination Council 7 (RCC7) subcommittees	14.29%	2	7.14%	1	28.57%	4	28.57%	4	21.43%	3	0.00%	0
Enhance collaboration between RCC7, Nashua Regional Planning Commission (NRPC), Regional Mobility Manager (RMM)	14.29%	2	0.00%	0	7.14%	1	28.57%	4	42.86%	6	7.14%	1
Department of Health and Human Services patient release data	14.29%	2	7.14%	1	21.43%	3	35.71%	5	0.00%	0	21.43%	3
Consolidation of assistance	7.14%	1	14.29%	2	28.57%	4	35.71%	5	14.29%	2	0.00%	0
Engage w/ neighboring RCCs (5&8) and the Northern Middlesex Council of Governments (NMCOG) - a Greater Lowell regional planning commission	14.29%	2	7.14%	1	21.43%	3	50.00%	7	7.14%	1	0.00%	0

## Education and Outreach



## Education and Outreach

Please rate the level of impact you believe each of the following strategies would have on your clients.													
Education and Outreach	Low		Low/Medium		Medium		Medium/High		High		N/A or unsure	Total	
Outreach to youth	14.29%	2	14.29%	2	35.71%	5	14.29%	2	14.29%	2	7.14%	1	14
Collaborate w/ local & statewide groups	0.00%	0	7.14%	1	28.57%	4	50.00%	7	14.29%	2	0.00%	0	14
Collaborate w/211	14.29%	2	0.00%	0	28.57%	4	28.57%	4	21.43%	3	7.14%	1	14
Monitor Medicaid transport	14.29%	2	14.29%	2	21.43%	3	28.57%	4	21.43%	3	0.00%	0	14

Please rate the level of feasibility you believe each of the following strategies would be to implement.

Education and Outreach	Low		Low/Medium		Medium		Medium/High		High		N/A or unsure	Total	
Outreach to youth	7.69%	1	7.69%	1	38.46%	5	30.77%	4	7.69%	1	7.69%	1	13
Collaborate w/ local & statewide groups	7.69%	1	7.69%	1	30.77%	4	30.77%	4	23.08%	3	0.00%	0	13
Collaborate w/211	15.38%	2	7.69%	1	23.08%	3	38.46%	5	15.38%	2	0.00%	0	13
Monitor Medicaid transport	23.08%	3	7.69%	1	23.08%	3	30.77%	4	15.38%	2	0.00%	0	13

## Volunteer Driver Network

Impact: How much will it matter?	Feasibility: How Possible is it in our region?		
	Low	Medium	High
High			<p>Support/Expand volunteer driver network</p> <p>Collaborate w/ CVTC</p>
Medium			<p>Collaborate w/ ministries and civic groups</p>
Low			

## Volunteer Driver Network

Please rate the level of impact you believe each of the following strategies would have on your clients.														
Volunteer Driver Network	Low		Low/Medium		Medium		Medium/High		High		N/A or unsure		Total	
Collaborate with ministries and civic groups	0.00%	0	14.29%	2	35.71%	5	35.71%	5	7.14%	1	7.14%	1	14	
Collaborate with Community Volunteer Driver Company (CVTC) to provide trips to the Monadnock Region.	14.29%	2	14.29%	2	14.29%	2	42.86%	6	14.29%	2	0.00%	0	14	
Support/expand the Volunteer Driver Network	0.00%	0	7.14%	1	21.43%	3	28.57%	4	42.86%	6	0.00%	0	14	

Please rate the level of feasibility you believe each of the following strategies would be to implement.

Volunteer Driver Network	Low		Low/Medium		Medium		Medium/High		High		N/A or unsure		Total
Collaborate with ministries and civic groups	7.69%	1	7.69%	1	30.77%	4	30.77%	4	23.08%	3	0.00%	0	13
Collaborate with Community Volunteer Driver Company (CVTC) to provide trips to the Monadnock Region.	7.69%	1	15.38%	2	7.69%	1	53.85%	7	15.38%	2	0.00%	0	13
Support/expand the Volunteer Driver Network	0.00%	0	23.08%	3	23.08%	3	38.46%	5	15.38%	2	0.00%	0	13

## Technology and Innovation

		Low	Medium	High
Impact: How much will it matter?	High		<p>Stay informed about technology</p> <p>Mobile apps for ride hailing and real time bus info</p> <p>Real time ride boards at bus stops and transit centers</p> <p>Implement innovations to reduce wait times</p>	
	Medium			
	Low			
Feasibility: How Possible is it in our region?				

## Technology and Innovation

**Please rate the level of impact you believe each of the following strategies would have on your clients.**

Technology and Innovation	Low		Low/Medium		Medium		Medium/High		High		N/A or unsure		Total
Stay informed about technology	7.14%	1	7.14%	1	28.57%	4	7.14%	1	42.86%	6	7.14%	1	14
Implement innovations to reduce wait times	14.29%	2	0.00%	0	21.43%	3	28.57%	4	35.71%	5	0.00%	0	14
Mobile apps for ride hailing	7.14%	1	7.14%	1	14.29%	2	21.43%	3	42.86%	6	7.14%	1	14
Mobile apps for real time bus info	7.14%	1	7.14%	1	14.29%	2	14.29%	2	57.14%	8	0.00%	0	14
Real time ride boards at bus stops and transit center	7.14%	1	0.00%	0	21.43%	3	28.57%	4	42.86%	6	0.00%	0	14

Please rate the level of feasibility you believe each of the following strategies would be to implement.

Technology and Innovation	Low	Low/Medium	Medium	Medium/High	High	N/A or unsure	Total						
Stay informed about technology	7.69%	1	0.00%	0	30.77%	4	38.46%	5	23.08%	3	0.00%	0	13
Implement innovations to reduce wait times	7.69%	1	15.38%	2	46.15%	6	23.08%	3	7.69%	1	0.00%	0	13
Mobile apps for ride hailing	7.69%	1	30.77%	4	15.38%	2	38.46%	5	7.69%	1	0.00%	0	13
Mobile apps for real time bus info	7.69%	1	15.38%	2	30.77%	4	30.77%	4	15.38%	2	0.00%	0	13
Real time ride boards at bus stops and transit center	15.38%	2	15.38%	2	23.08%	3	23.08%	3	23.08%	3	0.00%	0	13

## Transportation Services

	Low	Medium	High
Impact: How much will it matter?			
High	<p>Transit &amp; Rail between cities</p> <p>Transit connection to LRTA/Hudson and Lowell</p>	<p>Increase range of transit system</p> <p>Improve paratransit system</p> <p>Increase transit between Nashua &amp; Milford</p> <p>Service to Manchester/Bedford</p> <p>Increase/Enhance 5310 Service</p>	<p>Youth pathways to driving</p> <p>Youth pathways to driving</p> <p>Promote ADA Accessibility</p> <p>Improved access to intermodal system</p>
Medium		<p>Increase 5310 service to Litchfield</p>	
Low	<p>Increase 5310 service to Lyndeborough</p> <p>Service to Peterborough</p>		<p>Service to Boston/Burlington, MA</p>
Feasibility: How Possible is it in our region?			

## Transportation Services

Please rate the level of impact you believe each of the following strategies would have on your clients. The 5310 services refer to a federal program that aims to improve mobility for older adults and people with disabilities by removing barriers to transportation service and expanding transportation mobility options

Transportation Services	Low	Low/Medium	Medium	Medium/High	High	N/A or unsure	Total
Service to Boston & Burlington, MA	7.14%	1	7.14%	1	35.71%	5	7.14%
Service to Peterborough	35.71%	5	28.57%	4	21.43%	3	14.29%
Service to Manchester & Bedford, NH	7.14%	1	0.00%	0	0.00%	0	50.00%
Increase/enhance 5310 service	0.00%	0	7.14%	1	21.43%	3	7.14%
Increase 5310 service for Lyndeborough	28.57%	4	28.57%	4	21.43%	3	7.14%
Increase 5310 service for Litchfield	21.43%	3	35.71%	5	14.29%	2	14.29%
Increase range of transit system	0.00%	0	0.00%	0	0.00%	0	21.43%
Improve paratransit system	7.14%	1	0.00%	0	7.14%	1	35.71%
Increase transit between Nashua and Milford	14.29%	2	7.14%	1	0.00%	0	21.43%
Improved access to intermodal system	0.00%	0	0.00%	0	28.57%	4	7.14%
Transit & rail between cities	7.14%	1	0.00%	0	14.29%	2	21.43%
Youth pathways to driving	7.14%	1	28.57%	4	28.57%	4	14.29%
Transit connection to Lowell Regional Transit Authority (LRTA) in Hudson	21.43%	3	21.43%	3	7.14%	1	35.71%
Transit connection to Lowell	21.43%	3	14.29%	2	14.29%	2	35.71%
Promote ADA accessibility	7.14%	1	7.14%	1	21.43%	3	14.29%

Please rate the level of feasibility you believe each of the following strategies would be to implement. The 5310 services refer to a federal program that aims to improve mobility for older adults and people with disabilities by removing barriers to transportation service and expanding transportation mobility options

Transportation Services	Low	Low/Medium	Medium	Medium/High	High	N/A or unsure	Total
Service to Boston & Burlington, MA	30.77%	4	15.38%	2	23.08%	3	7.69%
Service to Peterborough	46.15%	6	23.08%	3	15.38%	2	7.69%
Service to Manchester & Bedford, NH	15.38%	2	15.38%	2	46.15%	6	7.69%
Increase/enhance 5310 service	7.69%	1	23.08%	3	30.77%	4	15.38%
Increase 5310 service for Lyndeborough	38.46%	5	23.08%	3	30.77%	4	0.00%
Increase 5310 service for Litchfield	30.77%	4	38.46%	5	15.38%	2	7.69%
Increase range of transit system	23.08%	3	46.15%	6	15.38%	2	7.69%
Improve paratransit system	23.08%	3	15.38%	2	38.46%	5	15.38%
Increase transit between Nashua and Milford	30.77%	4	15.38%	2	30.77%	4	7.69%
Improved access to intermodal system	23.08%	3	23.08%	3	30.77%	4	15.38%
Transit & rail between cities	53.85%	7	15.38%	2	30.77%	4	0.00%
Youth pathways to driving	23.08%	3	0.00%	0	46.15%	6	15.38%
Transit connection to Lowell Regional Transit Authority (LRTA) in Hudson	38.46%	5	7.69%	1	30.77%	4	15.38%
Transit connection to Lowell	38.46%	5	15.38%	2	15.38%	1	7.69%
Promote ADA accessibility	8.33%	1	0.00%	0	50.00%	6	33.33%

## Transportation Resource Directory

		Low	Medium	High
		High		
Impact: How much will it matter?	High		<div style="border: 1px solid black; border-radius: 10px; padding: 5px; display: inline-block;">           Establish criteria for inclusion         </div>	<div style="border: 1px solid black; border-radius: 10px; padding: 5px; display: inline-block;">           Collaborate with SCC on <a href="http://www.keepnhmoving.com">www.keepnhmoving.com</a> website criteria         </div>
	Medium			<div style="border: 1px solid black; border-radius: 10px; padding: 5px; display: inline-block;">           Collaborate with SCC on <a href="http://www.keepnhmoving.com">www.keepnhmoving.com</a> website technology         </div>
	Low			
Feasibility: How Possible is it in our region?				

## Transportation Resource Directory

**Please rate the level of impact you believe each of the following strategies would have on your clients.**

Transportation Resource Directory	Low	Low/Medium	Medium	Medium/High	High	N/A or unsure	Total
Establish criteria for inclusion	0.00%	0	0.00%	0	28.57%	4	14.29%
Collaborate w/ State Coordinating Council (SCC) on the www.keepnhmoving.com website criteria	0.00%	0	7.14%	1	21.43%	3	21.43%
Collaborate w/ State Coordinating Council (SCC) on www.keepnhmoving.com website technology	7.14%	1	7.14%	1	21.43%	3	28.57%

**Please rate the level of feasibility you believe each of the following strategies would be to implement.**

Transportation Resource Directory	Low	Low/Medium	Medium	Medium/High	High	N/A or unsure	Total
Establish criteria for inclusion	0.00%	0	8.33%	1	41.67%	5	25.00%
Collaborate w/ State Coordinating Council (SCC) on the www.keepnhmoving.com website criteria	0.00%	0	0.00%	0	33.33%	4	41.67%
Collaborate w/ State Coordinating Council (SCC) on www.keepnhmoving.com website technology	0.00%	0	0.00%	0	25.00%	3	41.67%