

MID-STATE REGIONAL COORDINATING COUNCIL MEETING
TUESDAY, MAY 12, 2026 MEETING MINUTES
LOCATION:
FUTURE IN SIGHT CONFERENCE ROOM
25 WALKER ST, CONCORD NH

Attendees	
Fred Butler, Public Transportation Administrator, NHDOT	Glenn Trefethen, Lakes Region Planning Commission
Joyce Cameron, Partnership for Public Health – via Zoom	Tom Schamberg, Board of Selectman, Town of Wilmot (Chair)
Andrew Harmon, Citizen member, New Hampton (Secretary)	Kimberly Smith, Laconia Home Housing (Choices for Independence)
Riley Stafford, Office Support/Outreach Coordinator, CNHRPC	Angelique Pandolph, EasterSeals NH
Joleen Welford, Chief Operating Officer, Lakes Region Community Services	Susanne Peace, Volunteer Services Coordinator, Future In Sight
Kara Coffey, Development Coordinator, Merrimack County – via Zoom	Kathryn Nyx, Complementary Transportation Coordinator (CAPBM)
Terri Paige, CAPBM (Vice-chair)	Cindy Yanski, Region 3 Mobility Manager (CAPBM)

Welcome & Introductions

T. Schamberg called the meeting to order at 2:02 pm. We all introduced ourselves. We had six (6) voting members in the room. Due to conflicting business commitments, A motion was made to allow all members attending remotely—including K. Coffey, A. Pandolph, J. Cameron, and K. Smith (who joined via Zoom after the meeting had begun)—to participate virtually. A vote was then taken by the members present in the room.

m/s/approved A. Harmon/T. Paige, unanimous

Review and approve minutes of February meeting – Quorum needed for vote

A. Harmon began by asking to verify the spelling of several members. K. Coffey and J. Welford shared the spelling, and J. Welford noted that the name was incorrectly spelled throughout the minutes for the previous meeting. A. Harmon made a motion to adopt the minutes with corrections.

m/s/approved A. Harmon/T. Schamberg, Unanimous
9 Yea, 0 Nay

Nominees\vote Mid-State RCC Leadership

C. Yanski began by explaining which roles are the leadership positions, as well as who currently holds those positions. The leadership positions consist of Chair (T. Schamberg), Vice-Chair (T. Paige), and Secretary (A. Harmon). A. Harmon asked if the body would be voting for a slate, and T. Schamberg agreed. T. Schamberg called for any nominations from the members and guests present, and nobody named someone. Some discussion then ensued regarding the duties of the Vice-Chair, and C. Yanski and T. Paige both noted it mostly consisted of managing the meetings in T. Schamberg's absence. T. Paige added that sometimes she assists C. Yanski with some coordination duties, adding that potentially in future any vice-chair may have to assist

with working with the State Coordinating Council. A. Pandolph added that the intent is that any activities in that direction are not supposed to be burdensome upon members of the local RCCs. Some further discussion followed, during which both T. Paige and A. Harmon confirmed they would continue to serve if elected. T. Schamberg called for a motion to accept the slate of leadership positions as discussed.

m/s/approved A. Pandolph/G. Trefethen, unanimous

10 Yea, 0 Nay

Some discussion occurred during the vote regarding if members being elected were able to cast votes. The discussion happened after the majority of the votes had been cast, and nobody objected to those about to be elected casting votes as well.

Complementary Transportation Coordinator Update – Kathryn Nix

C. Yanski introduced K. Nyx and mentioned that it had been a year since she brought K. Nyx on board as a member of the Community Action Program for Belknap and Merrimack counties (CAPBM), adding that she thought it would be good to receive an update on progress in that time. K. Nyx began by outlining different pieces of her duties, including serving as a travel trainer related to the use of the bus services CAPBM provides, as well as assisting with ADA paratransit applications, and serving as the volunteer services coordinator for CAPBM. She added that CAPBM is getting new software related to volunteer services, and she is planning to host a meeting with all the volunteer drivers to train on the new software. She also asked if anyone knew of anyone interested in becoming a volunteer driver to please let her know. T. Schamberg then asked how many volunteer drivers the organization has? K. Nyx replied that they have around twenty drivers in the system, but only about 7 or 8 of them are available in a given month due to people taking vacations at different times. She further added that she is looking for different types of venues to put up fliers at that may be well attended, such as either hair salons or barber shops. A. Harmon suggested trying some hobby game shops, such as Double Midnight Comics in Concord. Some discussion followed over what kind of shop A. Harmon was talking about, during which he mentioned that while not many volunteers may be found, there are a lot of people who go through the store on a regular basis. K. Nyx then mentioned that she is working on updating the ADA Paratransit application, adding that the previous ADA paratransit application is quite lengthy, being over 24 pages. She is hoping to make it more digestible to the people who would need to request the application, further asking if anyone had any ideas on how to assist in the process. A. Harmon asked if the reason for the length is due to medical questions needing to be answered? T. Paige responded that as part of compliance with federal ADA and FTA ADA, the form had to be thorough as ADA paratransit rides were intended to be complimentary to the normal bus services, only to be really used if the regular bus services could not. T. Paige added that while she had started working on shortening the application pre-Covid, she had to abandon it for higher priorities during the pandemic. S. Peace asked if the application was a “one and done”, meaning that the applicant would only need to fill out the application once and permanently be in the system? T. Paige responded that it depended, adding that some clients are life-time “unconditional eligible”, wherein the client would only fill out the form and be eligible for life. She added that other clients, however, could be more temporary, such as someone who may have broken a

leg. In those cases, the person would be given eligibility for a period of time, possibly one or two years, before they would have to re-apply.

Some further discussion followed, during which S. Peace asked what the turn-around time on getting the applications processed once they were submitted to CAPBM? K. Nyx replied that she works on them as quickly as possible, adding that she is required to get the responses out within 21 days of receiving the application. C. Yanski added that there were exceptions, mostly involving medical verifications of the applicant. K. Nyx further added that such verifications or missing portions of the application might require some follow-up with the applicant, which could prolong the process. J. Welford asked if there were definitions of what fell under the ADA requirements? She further wondered if there were some temporary situations that might be in a middle ground between no service and the full ADA requirements? C. Yanski replied that it varies based on the service, as the eligibility depends on the service. i.e. MST eligibility is different from CAT ADA Paratransit service. She added that in Concord where there is a fixed-route bus system, the applicant is required to complete an eligibility application to disclose what the reason for not being able to use the fixed-route system to get to their destination and further added that the ADA paratransit can only go within three quarters of a mile from the area covered by the fixed route. T. Paige also added that for the Mid-State Transit (MST) riders, they must be over 60 years old or have a disability that prevents them from driving so not every disability under the ADA guidelines makes an applicant eligible for MST. Some further discussion followed, during which J. Welford noted that it's helpful to have a set definition as her understanding of what qualifies will be different as she works with people with disabilities more from a housing or employment perspective rather than providing transportation services. T. Schamberg asked if someone who qualifies for "unconditional eligible", does CAPBM keep their information on file so the person can simply update their information? T. Paige responded that people would have to go through the complete process to prove they qualified in order to meet ADA requirements, further adding that this was why they wished to simplify the application.

S. Peace asked if the person who wished to apply for the ADA paratransit had to fill out the application on their own, or did CAPBM help them? T. Paige and K. Nyx replied that this was part of the services K. Nyx provided, either in person or on the phone. Some discussion followed, during which it was noted that CAPBM eventually wishes to provide an electronic application so people can fill it out on their own if they wish, but currently is not able to provide such an application. T. Paige added that there is a part of the form that indicates if the client needed assistance currently. T. Paige further noted that this process is actually part of a New Hampshire-wide initiative, and that she has been in contact with other transportation providers to ensure that they are not reinventing the wheel. She further added that part of this initiative is to ensure that eligibility properly converts from one area or region to another as when a person who is eligible needs to travel cross-region, the eligibility is supposed to transfer with them from one local transportation provider to another.

Some further discussion followed, during which T. Schamberg asked if K. Nyx would travel to a potential client's home if they needed the assistance in order to fill out the application. K. Nyx agreed, and some discussion followed, during which it was noted that some organizations will hire an occupational therapist to help provide spot determinations as part of the process. A.

Pandolph shared that COAST in region 10 uses this, and T. Paige responded that while it is of value, it is prohibitive to a smaller organization like CAPBM.

S. Peace then asked about how one could schedule travel training, and K. Nyx responded that interested individuals could call or send an email. S. Peace further asked what was involved in the travel training, further asking if it might include taking the person to where they could get on the bus? K. Nyx replied that she usually held meetings with the person requesting the travel training, and then would walk with them and show the person how to access the bus, including riding with them. Some further discussion followed, during which A. Harmon asked about the electronic form that CAPBM would employ when they were ready to put one out. T. Paige responded that CAPBM was thinking of putting an editable PDF on the site, adding that Word document versions could be available if accessibility barriers arose with the PDF. Some discussion followed regarding the accessibility in general of PDFs versus other methods of submitting online applications.

T. Schamberg noted that K. Smith had joined the meeting online via Zoom at 3:35 PM. He then asked if other RCCs have the same set-up in their operation? T. Paige responded that K. Nyx was hired through CAPBM, and that while K. Nyx is paid through 5311 grant funding to cover the travel training and ADA eligibility work, the other pieces of her work are funded by 5310 grant funding. Some discussion followed, during which it was clarified that while other regions may not have as robust of a service coordinator, several RCC lead agencies have access (Manchester, Nashua, as well as COAST), and that many may follow when funding becomes available. T. Paige noted that some areas also may not have the services available because they don't use ADA paratransit, such as Southern Community Services, who uses a flex route system. Some further discussion followed, during which several organizations were mentioned that provide good travel training. S. Peace also noted that Manchester Transit Agency (MTA) provided "bus buddies", including working with refugees who may not speak English, which A. Pandolph agreed. It was noted that K. Nyx also works with a group in Concord, to which K. Nyx agreed and shared it was Concord Area Providers.

Some discussion followed, during which it was asked what a "bus buddy" was, to which A. Pandolph explained that it was an experienced rider who would travel with someone and help them acclimate to the bus system, including showing them the different routes and riding to help them become comfortable with the service. She added that in the Manchester system, the "bus buddy" got a free month's bus pass, to which there was general approval. It was noted that this incentive would not work for the Concord area systems as the bus system was a free fare.

Some further discussion followed during which it was noted it would be great if there was a way to add a tab to the overall web site for Keep NH Moving (www.KeepNHMoving.com) that would make clear what assistance is available by region for travel training and ADA Paratransit applications. A. Harmon cautioned that additional funding would be necessary to make any major changes to the site, but offered to reach out to Steve Workman about what could be done towards adding the tools. He also noted that the web site will include ADA Paratransit on the information for individual providers when searching for rides, to which T. Paige and C. Yanski warned that it was too local and may not help make the user aware correctly what was available. Some further discussion followed on how to make the information more prevalent on the regional page for the Mid-State Regional Coordinating Council's page. It was also noted that

if anyone was willing to volunteer their time to drive for MST, that the driver is reimbursed \$0.70 a mile, to which there was general approval. S. Peace also noted that anyone who was interested in volunteering to drive would be welcomed at Future in Sight's program.

LRMHC Transportation update – Ryan Creamer\Terri Paige

T. Paige began by noting that Lakes Region Mental Health Center (LRMHC) hired a new driver, who will be providing rides Mondays, Tuesdays, and Thursdays to clients of LRMH to help Laconia clients get to the center in Laconia. She is working on getting an additional training session with the new driver on tablet use as the new software system involves using a tablet to input data directly into the system CAPBM oversees. She further added that LRMH has been helpful in providing rides to Laconia clients of MST when MST buses are full, and further noted that LRMHC is using all of their ride quota.

LRPC RFP update – Glenn Trefethen

G. Trefethen began by noting that the RFP and RFQ went out, and further noted that some members present helped score the responding organizations that applied. He further noted that after scoring the applicants, SRF Consulting out of North Carolina was hired to begin the study as they have experience with other studies in neighboring regions, but that this will be their first project in New Hampshire. He further added that progress has been very slow, adding that a draft contract was submitted to DOT (Department of Transportation) four weeks ago, when usually the turnaround time is two weeks. He has also heard that DOT is very short staffed and resource-constrained, so he is hoping that he will be able to have a meeting by the end of the week. He is further concerned that no new additions need to be made, as it will further slow the progress of the project. T. Schamberg asked to verify that only two organizations had applied, to which G. Trefethen agreed. He added that the other company, Route Sprout, was more focused on projects involving micro-transit, which was not part of the final focus of the project. He also noted that the project was not able to offer a large budget comparatively, which may have hurt how many companies were interested in performing the study.

S. Peace asked what the RFP/Q was for? G. Trefethen replied that it was for the feasibility study of a fixed route system in Laconia, NH. Some discussion followed, during which G. Trefethen explained that the initial need was to supplement the current MST services in the area along with the previous Concord-Laconia Connector (CLC) route that had fed into the city. T. Paige added that she normally has one and a half buses scheduled to run in the area, but instead often has to run two full-service buses. She added that on Wednesdays, the busiest day, she has to add a third, and that there is not currently funding to support this activity long-term in her budget. Some further discussion followed on new developments in the downtown area, and S. Peace asked what was happening to the Laconia State School as it was mentioned it may also create additional new need for transportation cross-city. G. Trefethen mentioned that the Pillsbury Group, which often works with Market Basket, is in charge of developing the property, and that they submitted the master plan. Some discussion followed, during which G. Trefethen mentioned several possibilities, including a Market Basket, liquor store, and added that the state park will remain part of the area. There was general approval of adding a new Market Basket to the area. T. Paige added that the number one request she sees for rides in the Lakes

Region is to a Market Basket, to which G. Trefethen agreed. Some further discussion followed, during which A. Harmon asked if the study was just for a fixed route within Laconia, or connecting to other towns? Some discussion followed, during which G. Trefethen thought the budget would only allow for a route across Laconia only. There was some further discussion, during which several members agreed with the focus being on Laconia, during which T. Paige added that it may be part of the reason the CLC did not succeed as completely as she had hoped.

Mobility Manager Update

C. Yanski began by asking A. Harmon to speak to an item he had outreached to the whole group on prior to the meeting. A. Harmon began by mentioning the upcoming the big annual conference coming up that is jointly hosted between the State Coordinating Council (SCC) and the NH Transit Association. He added that the conference organizers were hoping to have each RCC put forward a “champion” for the area, to which C. Yanski noted it was more framed as a “Transportation Leader”, adding that the RCC could nominate a person or an organization. Some discussion followed, during which C. Yanski mentioned that ABLE NH has been hosting virtual “Lunch and Learn” sessions, adding that she doesn’t get a vote on the final nomination. Discussion followed, during which it was explained that ABLE NH is an organization that advocates for people with disabilities in general, though they specialize in working with people with developmental disabilities. It was also explained that the name is an acronym that stands for “Advocates Building Lasting Equality in NH”. Some further discussion followed, and several other people were suggested, including a member of the Partnership for Public Health mentioned by J. Cameron, as well as Jane Alden. There was general agreement that J. Alden often goes above and beyond helping with her role as a volunteer driver for the Senior Center of Tilton, NH, and G. Trefethen added that she is a commissioner for Lakes Region Planning Commission. A. Pandolph made a motion to nominate J. Alden.

m/s/approved A. Pandolph/G. Trefethen, Unanimous

10 Yea, 0 Nay

Some discussion followed about the logistics necessary to get the information to the NHTA in enough time for the awards ceremony. A. Harmon mentioned that in addition to a previously mentioned write-up about the nominee, the RCC needed to include a photo. G. Trefethen mentioned that he had a photo from when J. Alden became a commissioner, and T. Paige said she can work with C. Yanski to create the write-up, to which C. Yanski agreed.

FTA 5310 service #s

C. Yanski began by sharing virtually a document containing all ride data for the various partner organizations receiving 5310 funds in the RCC. She began by sharing all MST rides across all programs in both counties. She added that the rides are going well, increasing every year for the last five years. There was general agreement from the room, and T. Paige noted that the rides had increased to 1,800 rides in the month of March. S. Peace wondered if bus ridership would continue to increase with the nation-wide increases in gas prices? There was general agreement, and T. Paige noted that it already has. K. Nyx added that someone had reached out to her to interview for a story on the relationship between increased gas prices and the impact on the volunteer drivers who worked with CAPBM and MST.

C. Yanski then began showing MST rides that were funded by the 5310 program, and T. Paige noted the rides were increasing for that category as well. T. Schamberg asked how the budget for CAPBM/MST was being impacted by the increased gas prices? T. Paige responded that CAPBM is really lucky in that they are able to purchase through the state program, which allows their gas budget to remain stable. She added that instead CAPBM is being adversely impacted on supplies, as well as parts and maintenance for the vehicles as shipping costs are becoming prohibitive. She outlined an example where a \$100 part was costing CAPBM \$45 to get the part shipped.

C. Yanski then showed the year-over-year graph in the spreadsheet she had opened displaying the ride numbers, starting in 2020 for 5310-funded rides. Some discussion followed, during which C. Yanski noted the number of Volunteer Driver Program (VDP) rides for CAPBM is down in comparison to years prior. C. Yanski suggested this was due to the number of volunteers available in the program, and K. Nyx agreed, adding that one driver who had provided a large number of rides had left the program. C. Yanski then showed two more tabs, one of which was the recorded number of denials for rides, followed by a spreadsheet tab showing a listing of detailed information for the VDP, including number of drivers, as well as numbers of ADA rides versus non-ADA rides. A. Harmon asked how many denials had CAPBM reported so far this year? C. Yanski replied 218, and some discussion followed during which general sentiment was expressed in sympathy for the increased denials and increased need for rides within the region. S. Peace asked what the new software that CAPBM was switching to for their VDP? T. Paige responded that they were switching from Route Match to QRide through HBSS. She added that the transition was very lengthy as it was a DOT contract process, and was extremely lengthy even for this process as CAPBM is the lead agency for four other providers who will be transitioning along with CAPBM. S. Peace further asked if this transition would cover just the VDP for MST or just CAPBM, and T. Paige responded that it was instead for all dispatching needs across, including the VDP, fixed-route programs, and MST extension routes.

C. Yanski then pointed out that on the VDP detail spreadsheet tab, the number of rides denied were across a number of towns. She added that she hoped the denials were for one town so resources could be focused towards that need, but the denials are impacting almost every town in the region. G. Trefethen asked if the numbers represented by the larger numbers of denials were individual rides, or repeat trip requests by a small number or the same person? Some discussion followed, during which F. Butler echoed the question. Both C. Yanski and K. Nyx responded that while some denials were repeated denials to a handful of riders, some cases were not repeated requests. K. Nyx especially called out that one client who was a trip from Webster was a person seeking dialysis appointment rides, and at one point she no longer needed the rides, but failed to alert CAPBM, so it continued to add denials within the system as it has to count any ride not fulfilled regardless of the reason. S. Peace noted that many of the denials seemed to be in the northern region of the two counties, especially in Merrimack county. A. Harmon agreed, pointing out that in the case of New Hampton, it is tricky as it is the corner of the region. Some further discussion followed, during which A. Harmon additionally noted that the biggest issue regarding unfulfilled rides seems to be cross-regional trips in both the sense of “across the region” as well as from one RCC region to another one. C. Yanski also noted that many of those same denied rides are travelling from outside Concord to Concord for some sort of appointment. Some further discussion followed, during which A. Pandolph asked if

there was another service that covered the northern areas of the region, and A. Harmon noted that while there are several for medical purposes, there are very few resources for non-medical rides. He further added the primary source for people with qualifying disabilities in the area other than Future in Sight that he was aware of was Granite State Independent Living's part B program, which ended the previous year. The only other service he was aware of in general were Uber drivers, but that they were only reliable if scheduled in advance. He added that Even when scheduled in advance, the rides were prohibitively expensive as they were almost exclusively coming from several towns away from where he lived, charging for getting to his location before even beginning the ride.

C. Yanski then showed a different spreadsheet tab for Future in Sight's VDP, including total ride numbers. She noted that they joined the RCC in 2024, and receive 5310 program funding for rides originating in the region. She further noted that the numbers have been growing, and are on track to exceed the 2025 as well as 2024 ride numbers. A. Pandolph asked who Future in Sight services, and S. Peace replied that it is clients of Future in Sight, who are either visually impaired or blind. Some discussion followed, during which A. Pandolph asked what the process was for becoming a client, including the time involved. S. Peace answered that there is a bit of a wait time of a few months as their initial way of onboarding clients involved occupational therapists, and the program is down a few therapists at the moment. She added that another way is to have the potential client speak to their personal eye doctor and ask the doctor to send a referral as it will bypass some of the permissions required to release personal information to Future in Sight (FIS). A. Pandolph asked if the ride purposes can be other than medical, and both S. Peace and A. Harmon agreed, with A. Harmon noting some rides were higher priority, such as grocery or medical rides, but as long as a driver was available, any ride could qualify. S. Peace agreed and noted that the easiest way to request rides were to call the main phone number, but added that recently the phone system has been down. She added that clients can also use an email address listed on their web site, but that it's strictly for already vetted clients who qualify for the program.

C. Yanski then shared the final spreadsheet tab in her workbook containing rides for LRMHC, noting that the number of rides had declined in the previous Fall. She added that she expected it to increase during the current spring, and some discussion followed, during which it was also noted that there was a transition in drivers. T. Paige pointed out that the previous driver that was well known left during the month of the prior meeting in February, but added that they have a new driver. C. Yanski added that they had initially applied for funding to cover a thousand rides, and that they were close to that number. A. Harmon asked how many currently, and C. Yanski replied that LRMHC was up to 650 rides by the current meeting. F. Butler then mentioned how appreciative he is for all the wonderful organizations' data, adding that the SCC is struggling to receive similar data from other regions. He thanked C. Yanski for all of the data and the detailed discussions of where the gaps are in the services being provided for the Mid-State region.

Other or New Business

C. Yanski began by repeating the upcoming conference previously discussed coming up on June 4th at the Grappone Center in Concord, NH, adding that everyone is invited. She then mentioned a group called Green Space NH reached out to her, asking to sponsor a "Ride and

Learn” event that T. Paige noted was an “open house for the bus”. Green Space is an organization that focuses on improving the green spaces in Concord, such as the rail trails. They are holding the event the coming Sunday May 17th at 2 PM, starting outside the state house on Main street. C. Yanski hopes that there will be a big presence, so that each of the three fixed routes are represented well. C. Yanski further noted that a Volunteer Peer to Peer group is coming up, and that it is sponsored by AHA (Alliance for Healthy Aging) in NH, and some discussion followed. A. Harmon wondered that the AHA has a transportation sub-committee, to which T. Paige noted that C. Yanski serves on it. C. Yanski also mentioned an upcoming event where the Fisher Cats partners with charitable organizations to donate five dollars from each ticket purchased via a special fundraising link the Fisher Cats generates for a requested game. T. Paige further added that this can be repeated upon request, to which there was general approval by the members present.

A. Pandolph thanked C. Yanski for coming to help her at the Franklin EasterSeals NH Veterans campus, noting that they will be working with the residents to educate them on what resources are available to them in the region.

T. Schamberg asked K. Smith if she had any news, to which she replied no.

T. Schamberg continued to call upon other members to see if there were any news or updates they would like to share? He asked J. Cameron if she had any updates, and she replied she was all set, and thanked T. Schamberg. J. Welford said she had nothing to add.

F. Butler shared in the chat for the Zoom interface the current balance of the budget (\$100,000.00), adding that if the money is not used by the end of fiscal year 2027, the money will be returned to the grant program. He added that the money at the end of the current year is rolled over, so the RCC has until the end of June 2027 to allocate all unused funds. Due to technology issues, the members in the room were dropped from the Zoom participants, so all virtual members left the online room shortly after F. Butler’s updates.

R. Stafford shared that Central NH Regional Planning Commission is participating in the Commute Smart challenge through the end of the month. She added that she is working with Kelly Fetterman at Agile Mile to promote raffles.

T. Schamberg asked K. Nyx if she had any new updates, and she replied no. T. Paige replied similarly when asked.

S. Peace mentioned previously during the discussion of the event on Sunday the 17th that on the day prior Future in Sight will be holding their annual Walk for Sight, which is a major fundraiser walking event that starts at the State House on Main Street and loops downtown to end back at the state house.

G. Trefethen mentioned that there is CMAC federal grant funding available in the late summer. He added that the grant is an 80 %/20 % match, and that non-profits are eligible to receive the funds, especially if they are converting their fleet of vehicles to electric vehicles. He also noted that the NH Department of Environmental Services (DES) is also offering funding to help with converting diesel engines for school buses and large vehicles to electric buses.

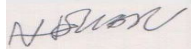
A. Harmon echoed the prior discussion of the Walk for Sight and added he will be attending the upcoming joint conference on the 4th of June.

T. Schamberg did not have any updates. A motion was made to adjourn.

m/s/approved A. Pandolph/T. Paige, Unanimous
7 Yea, 0 Nay

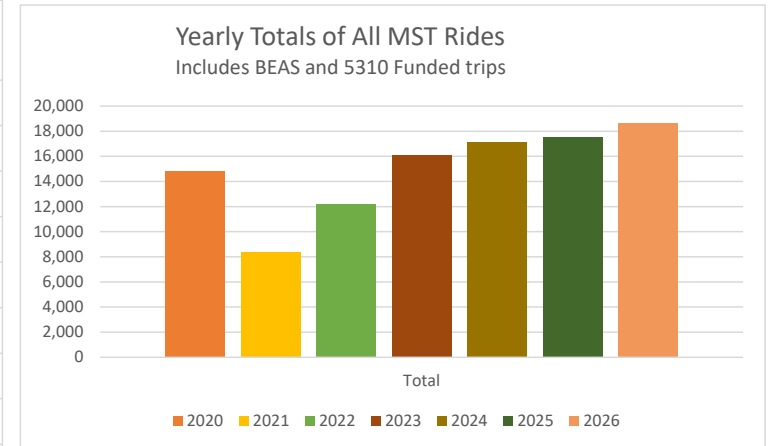
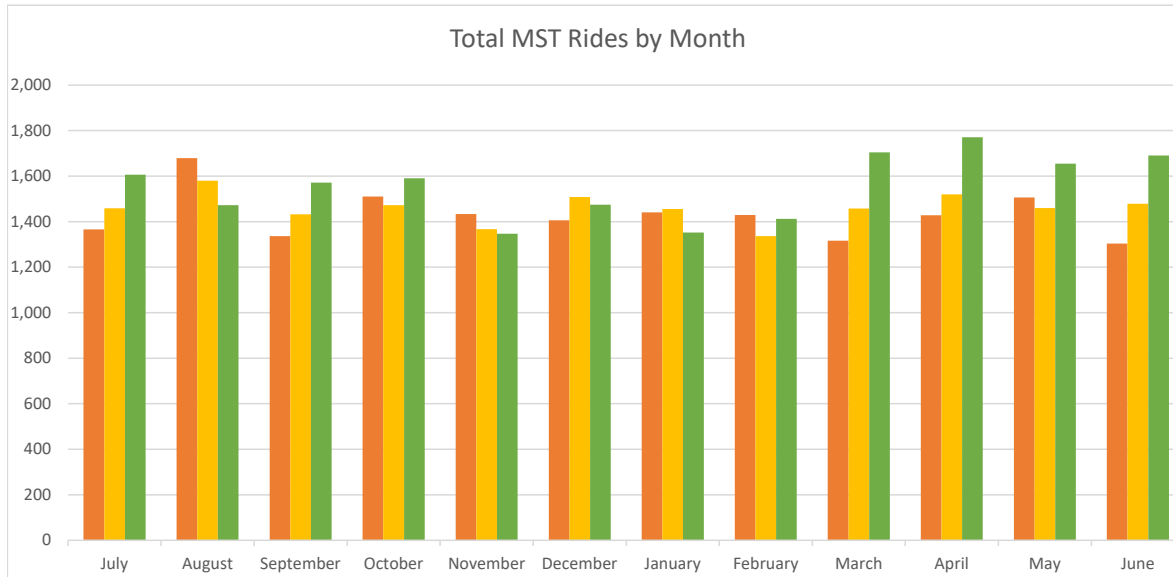
Meeting adjourned at 3:35 PM.

Minutes recorded by Andrew Harmon

A small rectangular box containing a handwritten signature in dark ink, which appears to read "A. Harmon".

All MST Trips
Includes BEAS and 5310 Funded Trips

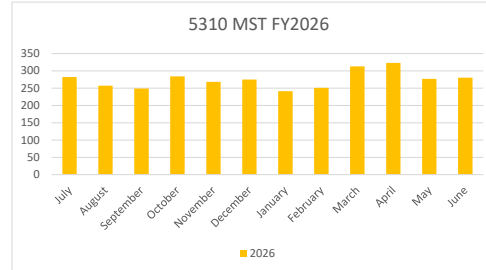
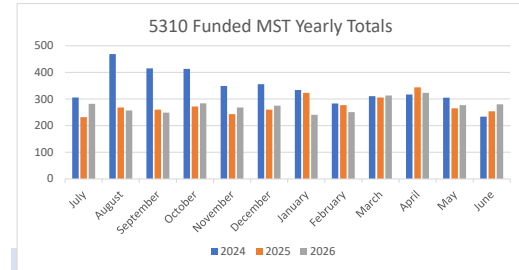
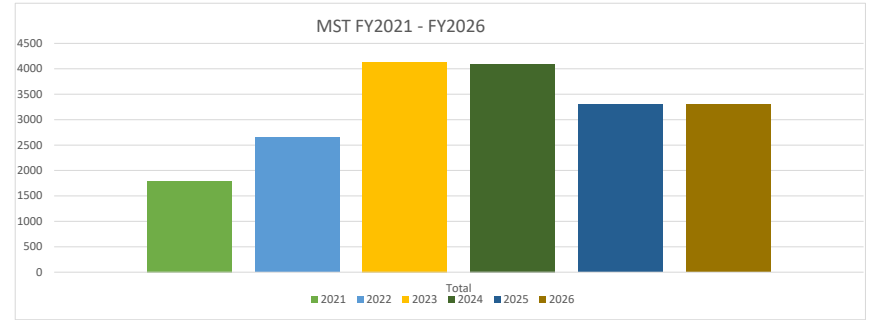
MST	July	August	Septem	October	Noveml	Deceml	January	Februar	March	April	May	June	Total	
2020	1,876	1,680	1,660	1,722	1,379	1,519	1,606	1,523	1,182	300	162	226	14,835	
2021	543	550	662	661	603	642	628	559	842	894	898	870	8,352	
2022	766	824	940	926	955	1,006	911	903	1,290	1,160	1,163	1,341	12,185	Increase of 46%
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	Increase of 32%
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	Increase of 6.744%
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	Increase of 2.16%
2026	1,606	1,473	1,572	1,591	1,347	1,475	1,352	1,412	1,705	1,771	1,655	1,691	18,650	Increase of 6.40%



FY2016-FY2026 CAPBMC
Mid-State Transit **Billed to NHDOT**

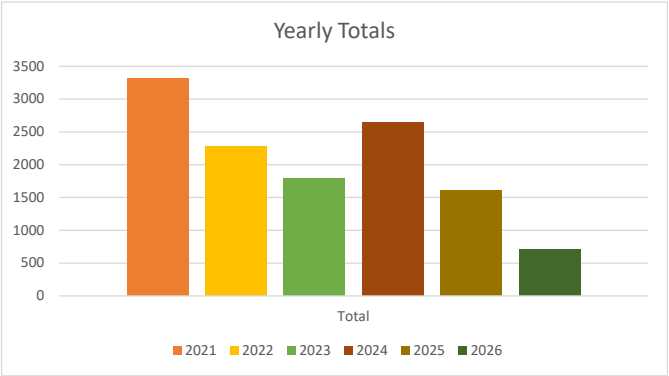
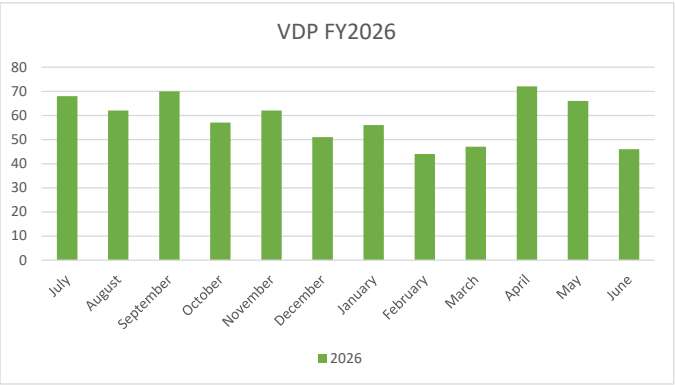
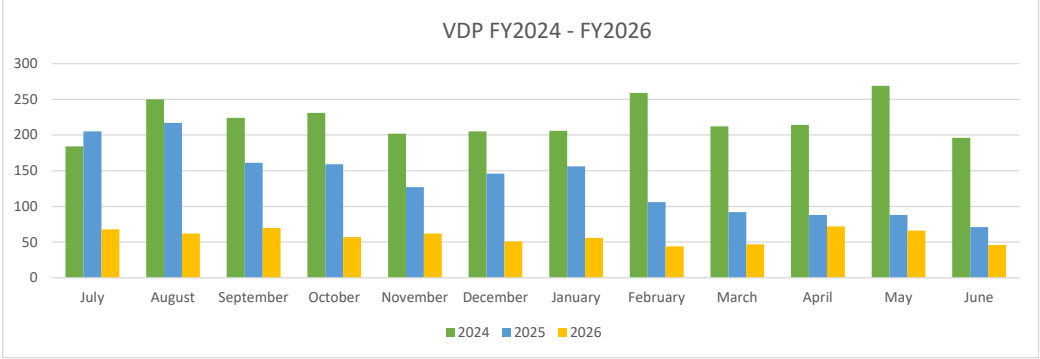
5310 funded: Under 60 yrs with disabilities and Expansion into Tilton, Loudon, Hopkinton, Danbury and Hill

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	282	257	249	284	268	275	241	251	313	323	277	280	3300



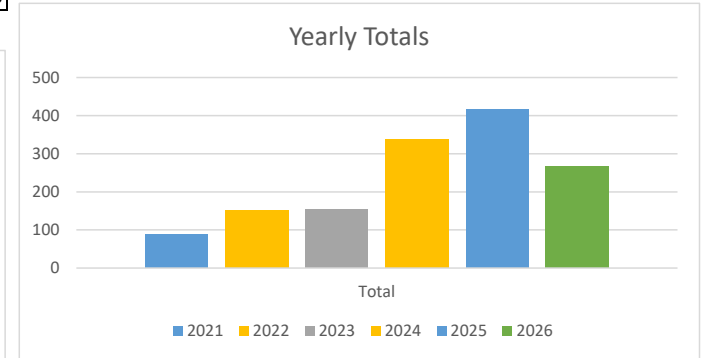
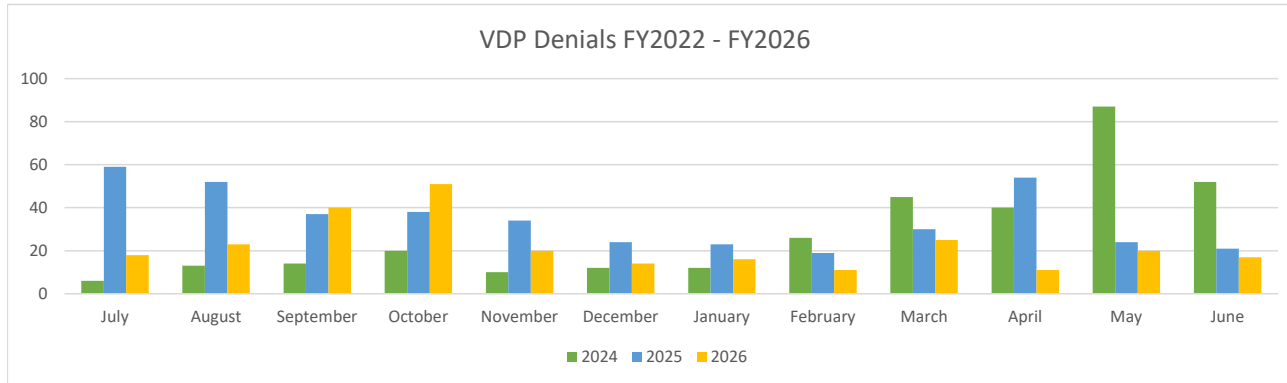
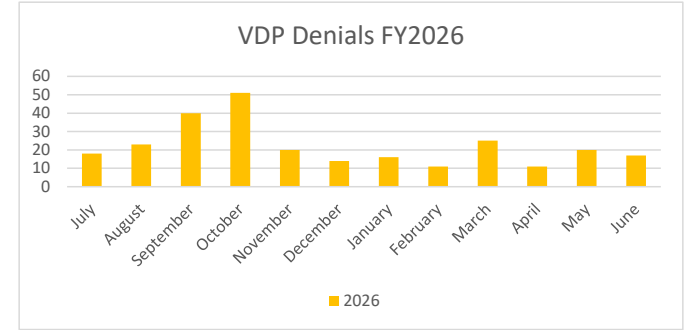
FY2016-FY2026 CAPBMCI
Volunteer Driver Program Ridership

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	57	62	51	56	44	47	72	66	46	701



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	20	14	16	11	25	11	20	17	266



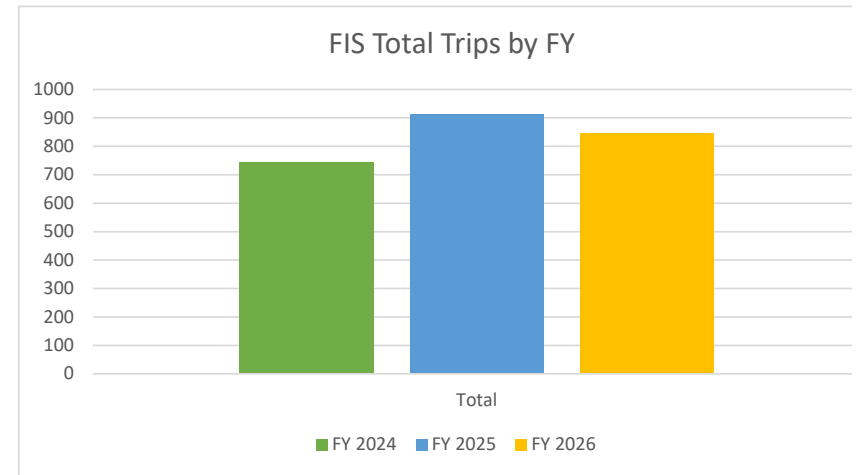
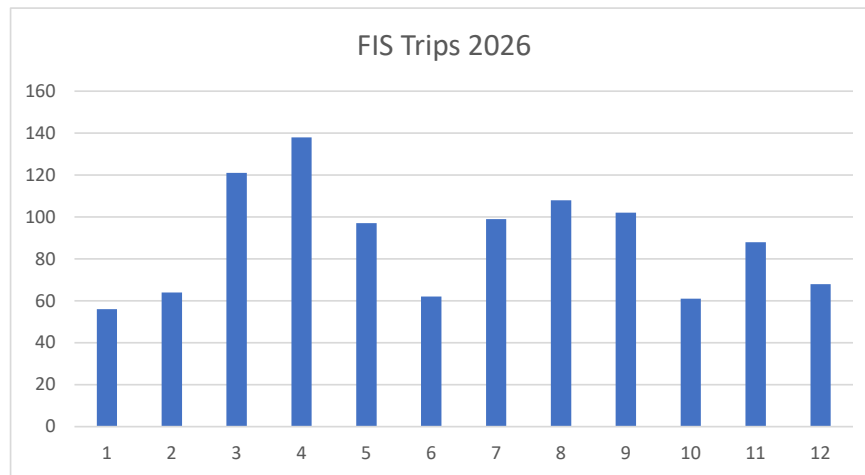
FY 2026 Volunteer Driver Program
Detail Information

	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	36	23	26	23	16	31	21
New drivers					2					
Drivers de-activated										
Drivers who served	5	5	5	5	6	5	7	6	6	7
Active drivers	21	18	18	18	20	20	20	20	20	20
Total rides (no para)	62	55	60	47	54	43	48	36	43	64
Paratransit rides	6	7	10	10	8	8	8	8	4	8
Total rides (including para)	68	62	70	57	62	51	56	44	47	72
# of riders										
Denials	18	23	40	51	20	14	16	11	25	11
of the total # of Denials how many were paratransit?										
Mileage #	2132	1859	1843	1616	1844	1428.4	1691.9	1217	1469	2334.5
Paratransit mileage	516	545	808	467	302	357	82	219	29	90
Reimbursement	1,492.40	1,301.30	1,241.10	1,180.20	1,290.80	906.50	1,184.33	851.90	1,028.30	1,588.65
Paratransit cost	1,465.04	1,594.54	2,342.36	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hours	92.45	80.7	77.05	75.05	71.7	57	73.45	50.3	64.25	101.25
% Paratransit rides										
Denials by Town	Canterbury - 1	Allenstown - 1	Allenstown - 2	Alton - 2	Belmont - 3	Concord - 4	Belmont - 1	Belmont - 2	Allenstown - 1	Belmont - 1
	Center Barnstead - 1	Barnstead - 1	Alton - 1	Belmont - 4	Bradford - 1	Epsom - 2	Bow - 1	Chichester - 1	Belmont - 2	Canterbury - 1
	Concord - 3	Belmont - 1	Belmont - 1	Bow - 3	Franklin - 1	Franklin - 1	Concord - 2	Concord - 1	Concord - 1	Franklin - 5
	Epsom - 2	Bow - 1	Center Barnstead - 5	Center Barnstead - 6	Gilford - 1	Gilford - 1	Franklin - 2	dunbarton - 2	Dunbarton - 2	Gilford - 1
	Franklin - 3	Epsom - 2	Concord - 4	Concord - 2	Henniker - 1	Hopkinton - 1	Gilmanton Iron - 1	Epsom - 2	Epsom - 3	Laconia - 1
	Laconia - 3	Franklin - 2	Franklin - 2	Dunbarton - 3	Hillsborough - 2	Laconia - 1	Hillsboro - 1	Franklin - 1	Franklin - 3	Pittsfield - 2
	Suncook - 1	Laconia - 1	Hill -1	Franklin -3	Laconia - 5	Meredith - 1	Laconia - 2	Gilmanton - 3	Gilford - 1	
	Webster - 4	Meredith - 2	Hooksett - 1	Gilmanton - 1	Meredith - 1	Northfield - 2	Loudon - 1	Hillsborough - 2	Henniker - 1	

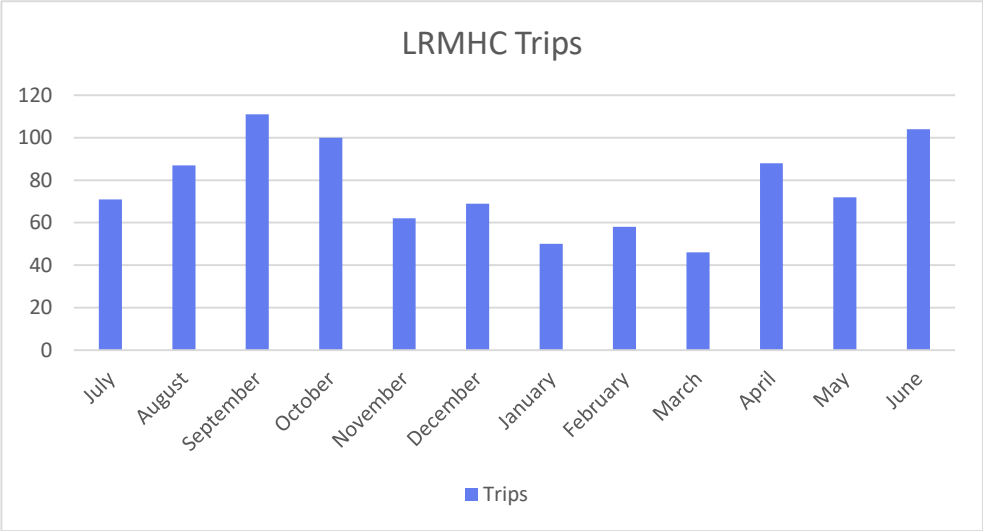
Future In Sight Trips and Mileage													
FY 2024	July	August	September	October	November	December	January	February	March	April	May	June	Total
Trips	62	34	81	72	58	52	62	68	85	63	59	47	743
Miles	766	532	1867	1322	712	660	913	938	1057	1368	1257.5	1054.2	12446.7

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	138	97	62	99	108	102	61	88	68	1064
Miles	1180	1184	2817	3294	2557.4	1615	2742	2584	3155	1432	1920	1591	26071.4
Volunteer Hours	63.5	68	126	130.25	109	78	119.75	120	107	62	85	71.5	1140



Lakes Region Mental Health Center Transportation in Region 3 - Trips													
FY 2026	July	August	September	October	November	December	January	February	March	April	May	June	Total
Trips	71	87	111	100	62	69	50	58	46	88	72	104	918



Submitted to NHDOT for FY26&27	PER TRIP BILLING			PER MILE BILLING			CASH EXPENSE TOTAL	IN-KIND MATCH VALUE			TOTAL PROJECT COSTS	FUNDS REQUESTED
	Trips	Rate	Total Cost	Miles	Rate	Total Cost	Total Cost	Hours	Rate	Value		
CAPBM VDP	3000	\$20.00	\$60,000.00	80000	\$0.70	\$56,000.00	\$116,000.00	1732	\$21.00	\$36,372.00	\$152,372.00	\$116,000.00
CAPBM VDP Paratransit	100	\$160.00	\$12,000.00		\$0.66	\$0.00	\$16,000.00	1732	\$21.00	\$36,372.00	\$52,372.00	\$16,000.00
CAPBM MST - POS	4000	\$27.00	\$108,000.00		\$0.66	\$0.00	\$108,000.00		\$21.00	\$0.00	\$108,000.00	\$86,400.00
CAPBM TVP	200	\$26.76	\$5,352.00		\$0.66	\$0.00	\$5,352.00		\$21.00	\$0.00	\$5,352.00	\$4,281.60
CAPBM TVP Para	5	\$160.00	\$800.00		\$0.66	\$0.00	\$800.00		\$21.00	\$0.00	\$800.00	\$640.00
Future In Sight	1000	\$20.00	\$20,000.00	30000	\$0.70	\$21,000.00	\$41,000.00	720	\$21.00	\$15,120.00	\$56,120.00	\$41,000.00
Future in Sight VDP Paratransit	25	\$ 160.00	\$ 4,000.00		\$ -	-	\$ 4,000.00	130		\$ 2,730.00	\$6,730.00	\$ 4,000.00
LRMHC	1,150	\$ 48.50	\$ 55,775.00	\$ -	\$ -	-	\$ 55,775.00	0			\$55,775.00	\$ 44,620.00
TOTAL	9480		\$269,927.00	110000		\$77,000.00	\$346,927.00	1725		\$90,594.00	\$437,521.00	\$346,927.00

5310 Projects FY 2026										
	Total Budgeted	YTD Trips FY 26	Per Trip Billing	Per Mile Billing	# of Miles driven	Total Amount Expended	Remaining Balance	Paid Out YTD		
CAPBM VDP	\$152,372.00	701	\$ 20.00	\$0.70	21,134.50	\$28,814.15	\$123,557.85	\$14,794.15	Driver reimbursement	
CAPBM VDP Paratransit	\$52,372.00	95	\$ 160.00		0	\$15,200.00	\$37,172.00			
CAPBM MST - POS	\$108,000.00	3300	\$ 27.00		0	\$89,100.00	\$18,900.00		Most of these trips were funded by BAAS Funds - Title III	
CAPBM TVP	\$5,352.00	0	\$ 26.76		0	\$0.00	\$5,352.00		Program suspended	
CAPBM TVP Para	\$800.00	0	\$ 160.00		0	\$0.00	\$800.00		Program suspended	
Future In Sight	\$56,120.00	1064	\$ 20.00	\$0.70	26,071.40	\$39,529.98	\$16,590.02	\$18,249.98	Driver reimbursement	
Future in Sight VDP Paratransit	\$6,730.00		\$ 160.00	\$0.00		\$0.00	\$6,730.00			
LRMHC	\$55,775.00	918	\$ 48.50		0	\$44,523.00	\$11,252.00			
TOTAL	\$437,521.00	6078				\$217,167.13	\$220,353.87	\$33,044.13		