

## RCC Meeting 6/18/24 Minutes

Opened meeting at 1:00 pm

In attendance: Candy Reed (Region 4 Mobility Manager), Tim Josephson (UVLSRPC), Beth Daniels (SCS), Nancy Meyer (City of Claremont)

Remote: Taralyn Bielaski (Dartmouth Health, Greater Sullivan County Health Council), Allison Browning (Town of Newport Economic Development Director), Teri Palmer (Statewide Mobility Manager), Jennifer Blodgett (Sullivan County Servicelink), James Berquist (Transit Director for Sullivan County Transportation), Keith Thibault (SCS)

1. Welcome and introductions
2. Meeting minutes from 4/16 – reviewed, but tabled due to lack of in-person quorum (fix spelling errors)
3. Mobility Manager update:
  - a. Transit retreat in Erie, PA all about mobility – how to start it in our area
  - b. Also went to the national conference on mobility (CTAA) – went to mobility manager-specific trainings and info sessions. Updates on new technology in mobility management and transportation. Saw new models of transit and how they could be used in practice
  - c. Budget for the approved projects – Candy will send it out after this meeting. Shows projects that were started, the amounts allowed, and what balance is remaining (if any)
4. Statewide Mobility Manager update:
  - a. Attended CTAA conference as well
  - b. Went to seminars on coordinated mobility management and how to combine efforts and streamline interactions
  - c. Working with Danielle Nelson from the FTA – lots of revenue streams to fund the mobility management besides 5310 funding.
  - d. Statewide, we had our annual meeting on 6/7 – lots of great feedback from this event – Beth said it was awesome and really celebrated transit in NH and a lot of work on the part of the group that pulled it together
5. Member updates
  - a. Beth spoke to the 5310 budget – Sullivan County Transportation. Right now running all of the bus routes (Claremont Newport Charlestown and Lebanon) plus the dial-a-ride service plus the volunteer driver program all over the county
  - b. Mobility management is an arm that has shared governance with multiple stakeholders
  - c. One of the pieces of it is – the way funding comes in, 5311 funds the bus routes
  - d. 5310 funds everything outside the regular functioning bus routes and their operating costs – volunteer drivers, older adults, at-risk populations, etc. With CDC funding closed out, 5310 has a higher demand
  - e. Mobility Management piece is tied to the Coordinating Council which is tied to the budget. Bringing it to the group to see the funding and it's allocated and members can review it

- f. Beth has paper copies of the budget – after the meeting she will scan them and send them off to everyone. July 2024-June 2025
- g. Important because when it's time for us to submit future applications for 5310, it requires a vote from us. We have the request during the summer with a short window to submit the application, so we need to be ready for when it's time
- h. 5310 funding is similar to how it's been before – the salaries and fringe
- i. The \$50,000 revenue is for volunteer driver program, and about 70% is allocated for driver mileage.
- j. For regular 5310 funding, there's a cash match for the admin portion (\$9735) and the operations portion
  - i. Question: where does the money for the match come from? A: 5311 has the match for buses as well, so it needs more cash than the 5310. The match has to be local, non-federal matching funds. It can be a challenge, but luckily since the transit facility project has taken a long time, they have been able to save that money. A portion of that is already tucked away for the transit facility. The rest is applied for each year from Sullivan County, the city of Claremont and the towns of Newport and Charlestown. When NHDOT asked us to do this, we had to talk to a lot of the local municipalities to shore up match funding. In addition, we receive BEAS funding. Provides bus passes for older adults and people with disabilities – these can be counted as a match for some programming. Also, private funding from places like Mascoma Bank (\$16,000) Cogswell Trust (\$7000) in the past it's been others as well. It's bigger now than it has been, but once the capital projects are done this balance will be lower
- k. Mobility Manager programming: we can estimate how much funding we have that we can roll over into the new program year. Additional 10% because NHDOT said there's a 10% increase to budgets. It means we need to raise more match but this is good news overall.
- l. How will we use this funding to maximize everything?
  - i. Candy will continue her efforts locally and at the state level
  - ii. Keep NH Moving website
  - iii. Continue existing programs and work to fill the gaps
- m. Much of this is a breakdown if we were looking at any employee and what is allocated to them for office costs, indirect, conferences, etc.
- n. Where is says "Program Support" -- \$55,000 – funding we have been able to carve out so we can continue on mobility management and health equity efforts.
  - i. Fare-free bus passes for Medicaid recipients
  - ii. Volunteer driver stipends
  - iii. Keep the transit gap fund, for a few taxi rides (off-timing, odd places of origin or destination, etc)
- o. UVLSRPC – traffic counts and field work, helping the city of Claremont with traffic counting

- p. City of Claremont – Pride events later this month, a lot going on (check Greater Claremont Chamber of Conference or check the city’s calendar)  
[greaterclaremontnh.org/pride](http://greaterclaremontnh.org/pride)
  - q. SCT – ridership (James): Bus ridership is up quite a bit. We met the yearly number back in April, so May and June are all above last year’s number. As of April, we hit 33,000 rides, so by the end of June it might be closer to 36,000.
    - i. Hired another driver
    - ii. Teri said ridership across the state is up about 15%
    - iii. Taralyn asked if we collect data on origin/destination – we do not collect that now, but if you get on the bus the driver has a manifest with add-ons (people who have called for a pickup) with list of where to pick up and their method of payment. Bus drivers can only do so much in data collection because the manifest is large – not enough capacity. Working on adding another Claremont route. Might look into an annual survey to find out how people are finding out about the service.
    - iv. Jim said that several times a month they have been sending out an additional bus just for the dial-a-rides, demand has been so high
    - v. Teri added that 5311 had funding for software upgrades and once that goes into play, we can collect more data like where are people getting on/off the bus. We should do a survey, but the statewide needs assessment will be coming out soon. This will help us identify the gaps and hear from people where the gaps are. Also get people’s input on public transit vs microtransit
6. New Business
- a. Jim added that Sullivan County Servicelink is limited for walk-ins due to staffing.  
Make an appointment in advance by calling 603-542-5177
7. Adjourned at 1:42 pm