

**NH State Coordinating Council for Community Transportation  
Meeting Minutes ▪ April 3, 2025  
Granite State Independent Living ▪ 21 Chenell Drive, Concord, NH**

**Voting Members Present In-Person:** Rad Nichols, Sylvia Von Aulock, Chuck Saia, Terri Paige, Fred Butler, Jesse Lore, Deb Ritcey, Steve Workman, Scott Vinter, Brigitte Bowmar (Alt.)

**Voting Members Present Virtually:** Melina Hill Walker

**Non-voting Participants:** Fred Roberge, Angelique Pandolph, Teri Palmer, Ben Herbert, Candy Reed, Andrew Harmon, Chase Eagleson, Cindy Yanski, Janet Langdell, Donna Marceau, Scott Bogle, Tim Josephson, Keith Thibault, Jen Buteau, Nick Altonaga, Jennifer Rabalais, Glenn Trefethen, Miquel McInnis, James Carroll, Matthew Baronas

**I. Call to Order, Welcome & Introductions**

- Chair Chuck Saia called the meeting to order at 1:36pm

**II. Chair’s Update – As needed**

Chuck reviewed the agenda and logistics for the day’s meeting and the CTNA workshop portion. He also noted that Regions 1 and 2 mobility manager positions are vacant and efforts are underway to address.

**III. Meeting Minutes**

<b>Motion:</b> Steve Workman and Jesse Lore, moved to accept the March 6, 2025 Minutes as amended.			
Councilor	Vote	Alternate	Vote
Butler, Fred	Yes	Cathy Cormier	
Hill Walker, Melina	Yes		
Lore, Jesse T	Yes		
Nichols, Rad	Yes	Correa, Camille	
Paige, Terri	Yes		
Patnode, Gene	Absent	Bowmar, Brigitte	Yes
Ritcey, Deborah	Yes		
Saia, Charles	Yes	Roberge, Fred	
Vinter, Scott	Yes		
Von Aulock, Sylvia	Yes		
Workman, Steve	Yes		
Results:			
<b>Yes: 11</b>	<b>No: 0</b>	<b>Abstain: 0</b>	<b>Motion: Passes</b>

**IV. Standing Reports & Updates**

**A. NHDOT Updates (Fred) – See Attached Report**

- It was noted that the transit funds that were removed from the governor’s budget, and may be restored using HB2 (supplemental budget) by the legislature does not impact 5310 services. The funds are exclusively designated for transit agency operations/match; however, If this funding is not restored, it WILL impact residents who depend on bus service.

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**B. Outreach Activities & Keep NH Moving Website Updates (Steve):**

- Steve Workman reported that work continues on the website and outreach, but nothing substantial to report.

**C. State Mobility Manager Report (Teri Palmer) – See Attached Report**

1. See attached Mobility Manager April 2025 Update.

2. Quarterly Performance Measure Report

- Teri Palmer reviewed the monthly report with the group. There is continued difficulty getting data in a timely manner from some providers. She reminded the group that a decision was made at the beginning of the year with DOT's support that providers that do not provide data on time will have zero entered. Zeros negatively impact the entire data set; this needs to be improved.
- The group discussion included concerns that we are now four years from the launch of the MM Network and we still do not have a report with complete data that is easy to digest and able to be effectively used to support our transportation services. This lack of effective data is cutting the legs out from under our ability as a sector to sustain our services and create new partnerships for braided funding and complementary services. No one doubts the good work and there is plenty of anecdotal data, but feedback from other state agency leaders is that without hard data such partnerships will not be considered. Steve noted that no real money has been invested in software that could make data collection and analysis effective. Instead, a bootstrap approach using free or low-cost software for each step in the process: one for collection, one for analysis and one for reporting. This is not an effective approach to statewide data collection.
- The consensus was that this must be resolved. Fred Butler agreed to convene a small subcommittee to work with he and Teri to create an interim solution while we look toward more sophisticated solutions in the future. Jesse Lore and Scott Bogle both expressed interest in working.

**D. Healthcare Transportation Taskforce (Steve):**

- Steve Workman reported that the Taskforce has a successful meeting on March 24. The current focus is supporting the CTNA. Jen Buteau and members of her team are participating regularly, and taskforce members have agreed to assist with distribution of public surveys, etc. using their own networks. and other outreach for CTNA. We continue to add new members to the taskforce to ensure
- Jen Buteau and Steve have also been working to secure a "Mobility, Access, and Transportation Insecurity (MATI) Program" to support a healthcare access project in a rural area of the North Country. A Letter of Intent was submitted by Transport New Hampshire, and NH has been invited to submit a full proposal due on April 30.
- **Grant Info:** *The MATI Program is funded by the Federal Transit Administration and managed by the University of Minnesota, seeks to support the planning and development of community-shaped, innovative demonstration projects that can help address issues of transportation insecurity. Transportation insecurity, an emerging concept in transportation, is experienced when a person cannot access needed services or destinations comfortably, conveniently, and affordably. It is a goal of this program to include non-traditional groups such as community-based organizations or nonprofits as leads or key applicant team partners in order to incorporate the ideas and expertise of these groups into the shaping of solutions. The focus is on rural and small communities. This RFP has two competitive selection and funding phases. This RFP will lead to the selection of qualified applicants to participate in the program during a Phase 1 planning grant. A second competitive process will identify one Phase 1 participant to proceed to Phase 2 and receive additional funding to deploy a proposed demonstration. Applicants selected in Phase 1 will have support from the MATI program team to develop a demonstration project plan and submit that plan for consideration of Phase 2 funding and deployment. The Phase 2 demonstration will include the development and execution of a research effort associated with the project and managed by the MATI program team.*

#### **E. Governance Committee – SCC Council Membership**

- Deb Ritcey reported that the first batch of recommendations for re and/or appointment to the council is now moving through the Governor & Executive Council process. The Ayotte Administration has taken steps to improve the nomination process and information collected. This is in part why appointments have been delayed and applicants had to take several new additional steps. Overall the changes make sense and should lead to a more efficient state system of appointments.
- Steve shared his experience with the new process so that the other nominees who have not yet been contacted knew what to expect. He noted that a vote is scheduled for the following week.
- Deb said that after this batch is appointed, Governance will be working to fill the final two open vacant positions.

#### **F. Federal & State Legislative/Budget Updates – Rad & Steve**

- Rad Nichols reported that the House Finance Division II Public Transportation Budget Workshop on March 7, 2025 was incredibly positive. He believes this was the first workshop of its type and hoped that it paves the way for future workshops. Legislative members were both surprised at the number and diversity of speakers that attended, and gracious in continuing to extend allotted time. The interaction between the speakers and the committee was pleasant, all members were engaged with the content and asked good questions. Speakers included DOT, NHTA, TNH, New Futures, Chambers of Commerce. Other participants that were not able to speak included transit agencies, planning commissions, transit vendors, and more.
- House Finance Division II has recommended restoration of funds at the current level. It determine that it was not going to increase the amount at the level we were advocating for in this next biennium. They also were looking at using some funding from the General Fund Balance and an undetermined amount from license plate fees. The specifics of these potential funding sources is still unclear to us. The full house is meeting today with a final budget vote anticipated before it crosses over the Senate.
- Steve Workman provided an overview of issues happening at the Federal level. At the moment, formula funding through FTA is stable and there have been no significant reduction in force, but he warned this could abruptly change based on how DOGE is working its way through agencies. He cautioned everyone that they must also consider cuts that are being considered or have been made to other state agencies that fund types of transportation services: CMS – Medicaid/Medicare, DHHS, VA, etc. We will feel the impact if the Trump Administration continues on its current trajectory and NH needs to plan accordingly. He encouraged each person hearing this to take an active role in reaching out to their Federal representatives if this is something that concerns them.

### **V. Continuing Business**

#### **A. Community Transportation Needs Assessment Workshop**

- See attached Move NH Forward Summary & PowerPoint.
- Jen Buteau provided updates about the current status of the CTNA and then engaged in a larger discussion with the group to answer questions, check assumptions and receive suggestions on components of the work. Discussion outcomes will be used by Jen and her team, the CTNA Steering Committee, and SCC Leadership to advance the work of the CTNA.
- Key Takeaways from the hour-long discussion:
- Fred Butler said that the CTNA Report will guide the development of a single, statewide Coordination Plan. This plan will contain chapters for each region and will eventually replace individual regional plans. DOT believes this will both better use limited resources for plan development and improve coordination outcomes statewide.
- Jesse Lore expressed excitement for the CTNA and hoped it would include recommendations for new/reviced performance measures, anecdotal reports, Keep NH Moving statistics, and analysis of how much active coordination is already occurring between state agencies and where improvement would be beneficial.

- Jen said that Bill Finn, CTNA Steering Committee members is helping to identify opportunities for focus group work across the disability spectrum, older adults, veterans, etc.
- Steve said that he and Jen are working to create a CTNA page on Keep NH Moving which will serve as the hub for all things CTNA.
- Broad consensus to use social media platforms to further push public participation in the CTNA. Rad reminded that in order for this to happen effectively a system will be needed to notify partners so they can find and repost.
- Steve emphasized that the CTNA is critical to the SCC and it has to maintain an active role in the CTNA process.
- Andrew Harmon asked, and Jen Buteau confirmed that they were actively pursuing opportunities to assist the public in completing paper surveys, etc. It was noted that asking library and senior centers to partner to help with this process would be incredibly valuable.

## **VI. New Business**

### **A. NHTA-SCC Annual Conference – Friday, June 13, 2025**

- Rad and Steve gave a brief update on planning the process for the conference. Registration will go live in May. Morning plenary sessions and afternoon breakout session topics were announced and work continues to develop each of those sessions. This year's them will be focused on community transportation impact on the economy.

### **B. Next Meeting: May 1, 2025.**

## **VII. Member announcements/comments**

## **VIII. Adjourn: Meeting adjourned at 3:40 p.m.**

Respectfully Submitted,  
Steve Workman, SCC Secretary



## NHDOT's NHTA UPDATE: 04/03/25

- **Grants**

- **STBG** – NHDOT working on FFY25 transfers
- **5304/5305** – Three applications received; all approved and will be included in SFY26-27 UPWPs
- **5310 Capital** – SFY25 applications received; evaluations underway
- **5310 RCC** – Ironing out some app details; stay tuned for agreements to kick off G&C process
- **5311** – same as 5310 RCC
- **5339 Bus & Bus Facilities Capital** – Award letters and split letters sent. All but two projects awarded. Given price escalations, what was once projected to be a surplus is once again tight. AASHTO is trying to shift some funds from discretionary to formula apportionment (currently \$4M/state), which would benefit NH. We'll see.
- **5311(f)** – Amendment in the works for current Berlin-N. Conway-Concord and Littleton-Concord services.
- **General/Discretionary** – Partial FFY25 apportionments (just shy of 6 months) released by FTA and posted on NHDOT's transit grants [page](#).

- **RTAP/Training**

- RTAP RFP received two proposals. Evaluations underway.
- RTAP Funds added to SFY25 5311 agreements for training and technical assistance. 5310 providers will be able to attend trainings (as space allows, etc.)
- Please contact Cathy Cormier regarding any desired transit-related training for NHDOT's consideration of hosting/funding.
- Are any agencies familiar with [RideSheet](#)? It's a (Google) spreadsheet-based dispatching/scheduling tool endorsed by National RTAP. We will likely set up a webinar-type intro in the coming weeks.

- **Other**

- FTA's [Master Agreement](#) (version 32) released. FTA will likely follow up with Certs & Assurances soon.
- The Governor's budget has \$0 in it for state operating match. There's still hope; keep advocating!
- Transit stop requests: Based on last month's discussion, would NHTA please provide the following to help NHDOT move forward with policy discussions?:
  - Any documentation related to stop arms, e.g., LSR language if feasible or a white paper if not.
  - A one-pager to make the case for stops on high-speed and/or high-traffic roads. How is access balanced with safety?
- I can't stand Russian dolls. They're so full of themselves.
- NHDOT has revamped how 5339 projects need to be referenced for TrAMS/STIP purposes. Urban providers should please work with MPOs as needed to ensure sufficient funds are reflected in the year in which you'll apply for grants.
- How many agencies have checked either of the following two items thus far in 2025?:
  - Please check your GTFS feeds to ensure your services appear on platforms such as Google (Transit).
  - Agencies are encouraged to ensure their services are accurately reflected on the Keep NH Moving website. Thanks to those who have done so to date.

### **Mobility Manager Update for April 2025 SCC Meeting:**

The Mobility Managers held their quarterly meeting on March 24<sup>th</sup> at the GSIL building. All were in attendance despite the crazy weather we had that day! We were also joined by Jen Buteau, with Impact Consulting. She was able to spend time with the regional mobility managers and ask, 'if you had a magic wand, what would you like to see in your region?' Here are a few of the answers from our mobility managers:

Additional funding so our transit agencies could offer more wheelchair accessible options in the more rural areas. Additional funding could also offer better wages and benefits for the agencies so they could retain staff (drivers).

Being able to work with land owners where bus stops are so agencies could put up proper signage and possible bus shelters for riders.

Taking a look at where the population density is in the regions and working on coordination of services within the regions. Also, within these densely populated areas introducing a microtransit/on-demand transportation option.

Having the housing advocates/developers/planning-zoning folks in the regions think about community transportation before the build instead of after. There are many areas that are building beautiful housing but forgetting how are the residents going to access resources. Some housing developments are in places without sidewalks.

Residents of NH don't want to know about transportation options until they need it. There is still confusion when discussing what options are available in each town. Still a lot of duplication of efforts throughout the state. We need to continue to work on coordination.

We also discussed who is missing from the RCC meetings. Human service providers/hospital/medical field representation-employers were all mentioned that mobility managers would like to see better participation from.

Mobility managers discussed how hospitals were supporting transportation in the regions. Conversation was had regarding working with TANF counselors/and the workforce to assist with transportation.

It was also brought up that the regional boundaries should be looked at in the future. Possible have the same boundary lines as the regional planning commissions.

Thank you again Jen for joining us! We had a great discussion with you!

We also enjoyed a presentation from Kerry Miller on her travel training program for Nashua Transit. Thank you again Kerry! I covered the difference between travel training programs and

travel orientation. We will now start to work on resources for travel training in the future. Stay tuned!

**Other news:**

Quarterly meetings have started for the County SIM (Sequential Intercept Model) meetings. A common theme in all counties is the difficulty that folks are having getting to court, or their mental health/substance abuse medical appointments. We (MM's) are addressing these issues on a regional level.

The Maternal Health Task Force is preparing the strategic plan to announce at the Maternal Health Annual Meeting. A common theme here is also transportation to medical appointments, and access to healthy food options.

Able NH will be holding the first Transportation Lunch and Learn on April 18<sup>th</sup>! This link will be shared with everyone as soon as it is live. These Lunch and Learns will be recorded and placed on KeepNHMoving. I will also be sharing the links to the recordings in my updates. Here is a schedule for the first 3 Lunch and Learns:

April 18<sup>th</sup>-Obligations under "Reasonable Accommodation" by the DRC (Disability Rights Center)

Mid May-A day in the life of a mobility manager-Ben/Cindy and Candy will be assisting with this video.

Mid June-Medicaid-Non Emergency Medical Transportation explained (waivers etc)

If you have any other suggestions for lunch and learns, please let me know!

**Funding opportunities:**

MATI (Mobility, Access and Transportation Insecurity) Grant-Round 2 of this grant is focused on rural and small communities. There are 2 phases to this grant. Phase 1 will have support from the MATI program team to develop a demonstration project plan and submit that plan for consideration of Phase 2 funding and deployment.

To learn more about MATI, and the Request for Proposal click on the following link:

<https://www.surveymonkey.com/r/HYVYSHW>

The Safe Streets and Roads for All (SS4A) Grant Program is now open for FY 2025. Find more information here:

<https://www.transportation.gov/grants/SS4A>

**Quarterly Performance Measure Information as of March 31st**

<b>Region</b>	<b>Performance Measure #1</b>	<b>Performance Measure #2</b>	<b>Performance Measure #8</b>
<b>Month-January</b>	<b>New Riders/Applications</b>	<b>Referrals-Total by Region</b>	<b>RMM Events/Meetings</b>
Region #1		21 RMM-N/A-Agencies-2	
Region #2			
Region #3		RMM-50 Agencies-	18
Region #4		RMM-2	21
Region #5		RMM-2 Agencies-	22
Region #7		6 RMM-24 Agencies-2	13
Region #8		RMM-21	9
Region #10	54 Applications	RMM-1 Agencies-	12
<b>Totals for January</b>			
<b>Month-February</b>			
Region #1		RMM-N/A	N/A
Region #2		RMM-N/A	N/A
Region #3			
Region #4		3 RMM-2 Agencies-2	27
Region #5		13 RMM-1 Agencies-3	27
Region #7		9 RMM-44 Agencies-2	16
Region #8		2 RMM-17 Agencies-11	10
Region #10	82 Applications-Agencies-51	RMM-4 to other agencies	6
<b>Totals for February</b>			
<b>Month-March</b>			
Region #1			
Region #2			
Region #3			
Region #4			
Region #5			
Region #7			
Region #8			
Region #10			
<b>Totals for March</b>			
<b>Totals for 2nd Quarter</b>			

Thank you!

Teri Palmer


State of NH Mobility Manager


**MOVE NH FORWARD:** *A Practical Strategy to Strengthen Community Transportation in New Hampshire*


**New Hampshire is aging faster than nearly any other state in the country.** And our transportation systems weren't designed for what's coming next. Older adults, people with disabilities, veterans, and rural residents are struggling to reach essential services like medical appointments, groceries, work, and community activities.

**MOVE NH FORWARD** is a statewide community transportation needs assessment led by **Impact Consulting** in partnership with the **NH State Commission on Aging**. Funded through ARPA, this initiative centers real voices to build a smarter, more sustainable transportation system for all Granite Staters.


**Our Approach: Grounded in Community, Designed for Action**


 **Listening First:** Engaging 2,000+ voices across all 10 counties to learn what's working, what's missing, and where the roadblocks are. This will be done through surveys, interviews, and focus groups.


 **Collaborating with Providers:** Partnering with transportation providers, SCCs, RCCs, RPCs, and community experts to lift up local innovation.


 **Moving from Talk to Tools:** Creating practical solutions, policy recommendations, and funding strategies that plug into state systems like the 10-Year Transportation Plan.

**Key Deliverables (by Spring 2026):**



 **Community Engagement Report** – insights from 2,000+ participants statewide

 **Transportation Inventory** – comprehensive map of services

 **Gap Analysis** – where services fall short

 **Impact Analysis** – economic, health & social cost of inaction

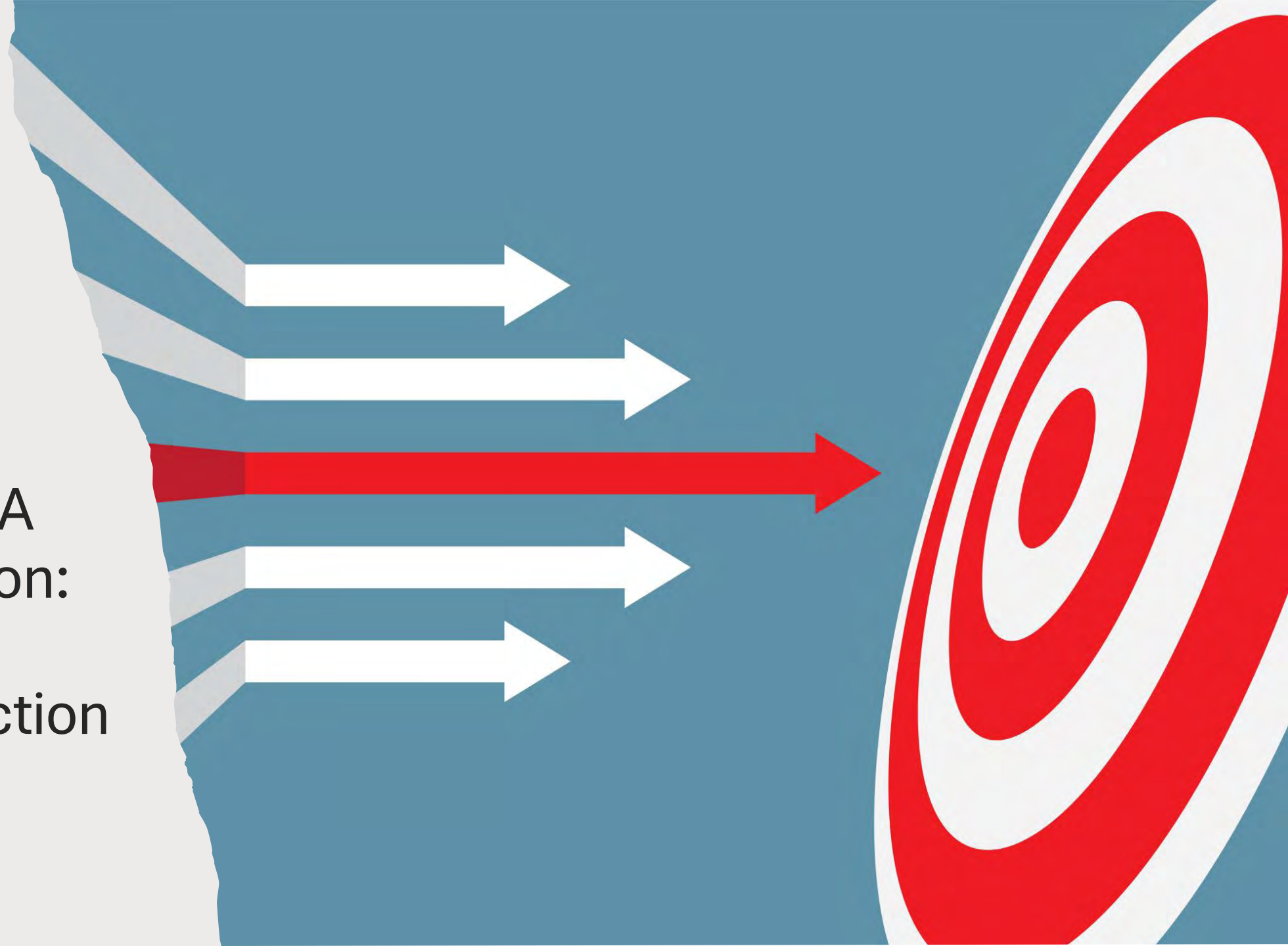
 **Policy, Systems & Investment Review** – what helps, what hinders

 **Final Recommendations & Implementation Plan** – aligned with NH's 10-Year Transportation Plan  **With Implementation Tools** such as Braided Funding Strategy Guide, Communication Templates, and Practical Tools for Local Use

**Why It Matters:** This work is about more than transportation. It's about keeping people connected, supporting a resilient workforce, reducing isolation, and ensuring our communities thrive as they age. New Hampshire can lead the way in aligning funding, breaking down silos, and using what we already have more effectively.

**FMI Contact Jen Buteau at Impact Consulting** [jen@impactconsultingnh.com](mailto:jen@impactconsultingnh.com) | (603) 748-3676

SCC + CTNA  
Collaboration:  
Tools for  
Strategic Action



Welcome!

Today is a  
working  
session, not a  
presentation.

**Goal:** Align CTNA's systems work with SCC's Blueprint and RSA 239-B authority.

Begin a shared conversation about how the CTNA's systems work—especially around coordination, funding, and statewide planning—can support and align with SCC's Blueprint and statutory leadership role under RSA 239-B.

The logo features a stylized green arrow pointing right, composed of three parallel lines of increasing length. To its right, the words "MOVE NH" are stacked above "FORWARD" in a bold, teal, sans-serif font.

# MOVE NH FORWARD

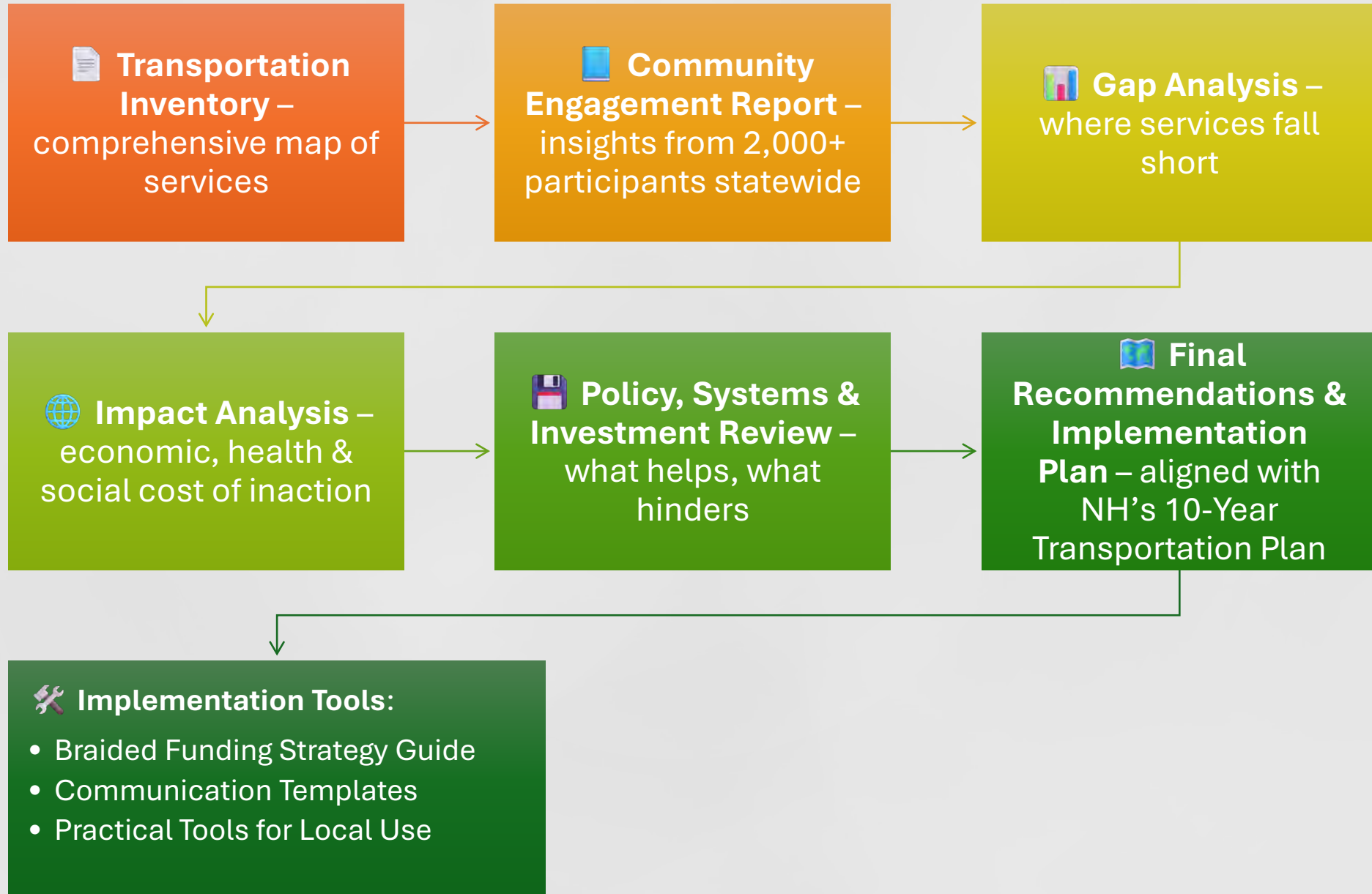
**MOVE NH FORWARD** is a statewide community transportation needs assessment led by **Impact Consulting** in partnership with the **NH State Commission on Aging**.

New Hampshire is aging faster than nearly any other state in the country—and our transportation systems weren't designed for what's coming next. Each day, older adults, people with disabilities, veterans, and rural residents struggle to reach medical appointments, groceries, work, or even basic community connections. These challenges aren't abstract—they affect real people, businesses, and our economy.

Thanks to the strong foundation laid by the SCC, RCCs, RPCs, Governor's Commission on Disability, NH Alliance for Healthy Aging, Department of Military Affairs and Veteran Services, NH DOT, NH DHHS, and other partners, MOVE NH FORWARD aims to take that work further—with data, collaboration, and actionable tools that help communities act.

Funded through ARPA, this initiative centers real voices to build a smarter, more sustainable transportation system for all Granite Staters.

# Key Deliverables (by Spring 2026):



# Our Approach: Grounded in Community, Designed for Action

## Listening

👥 **Listening First:** Engaging 2,000+ voices across all 10 counties to learn what's working, what's missing, and where the roadblocks are. Methods will include survey, interviews, and focus groups.

## Collaborating

🤝 **Collaborating with Providers:** Partnering with transportation providers, mobility managers, planners, and community experts to lift up local innovation.

## Action

🧰 **Moving from Talk to Tools:** Creating practical solutions, policy recommendations, and funding strategies that plug into state systems like the 10-Year Transportation Plan

**Project Lead:** Impact Consulting (Berlin, NH).

**Funder:** NH State Commission on Aging

**Timeline:** Through Spring 2026

**Contact:** Jen Buteau [jen@impactconsultingnh.com](mailto:jen@impactconsultingnh.com) (603) 748-3676





**RSA 239-B** gives SCC **broad and strategic authority** to lead community transportation in New Hampshire. This includes:

Setting **statewide coordination policy** for public and human service transportation

Approving and shaping **Community Transportation Regions** and RCC structures

Monitoring **statewide outcomes** and recommending system improvements

Playing a central role in **developing and maintaining the Mobility Management Network**

Advising on policy, investment priorities, and cross-agency alignment

Reporting to the Governor and Legislature with findings and recommendations

**This is not just advisory—it's leadership codified in statute.**

**Key Question:** Do you have the tools / resources to do this?

# Partnering on Public Outreach & Engagement

Blueprint emphasizes stakeholder collaboration, narrative power, and shared infrastructure (e.g., statewide directories, data hubs).

What outreach channels does SCC have access to that we can use to expand our reach?

How can SCC help 'own' the public narrative on community transportation?

*Would SCC like to host storytelling features, town halls, or campaign briefs through KeepNHMoving?*

*Are there community narratives or partner voices SCC wants to highlight in outreach materials?*

# Gaps, Priorities & Implementation


Do you (SCC) have all of the tools / resources you need to uphold your responsibility to monitor and support RCC performance effectively?

Would SCC support recommending a statewide policy on 5310 carry-forward usage as outlined in the Blueprint?

Should we pursue a braided funding lab or innovation fund to help implement the Blueprint's sustainability plan (p. 24)?

Would SCC consider leading a cross-agency match working group or endorsing shared policy proposals? Is there interest in championing tools—like match-sharing pilots or funder roundtables—that build local capacity and leverage federal funds more equitably?

# More Questions . . .

- How can SCC help convene agencies and funders to increase fund utilization?
  - Should SCC explore a formal role in setting braiding strategy or supporting regional pooled match agreements?
  - Would SCC be interested in launching a working group focused on building the grant-writing or funding readiness capacity of RCCs and providers?
- 

To support your role, we've developed two draft tools for your feedback—not for adoption, but for co-creation. These are largely based on the Blueprint you adopted.

- A **Mobility Progress Scorecard** – aligned with SCC goals to track performance and coordination
- A **Funding Braiding & Match Matrix** – showing how RCCs and providers might combine funds and overcome match barriers

Note: These are working drafts, and we're not asking you to adopt them—we're inviting you to shape them.

**Ask:** How do we build and refine these tools together—so they reflect your leadership, help you fulfill your statutory role, and serve the communities we all care about?





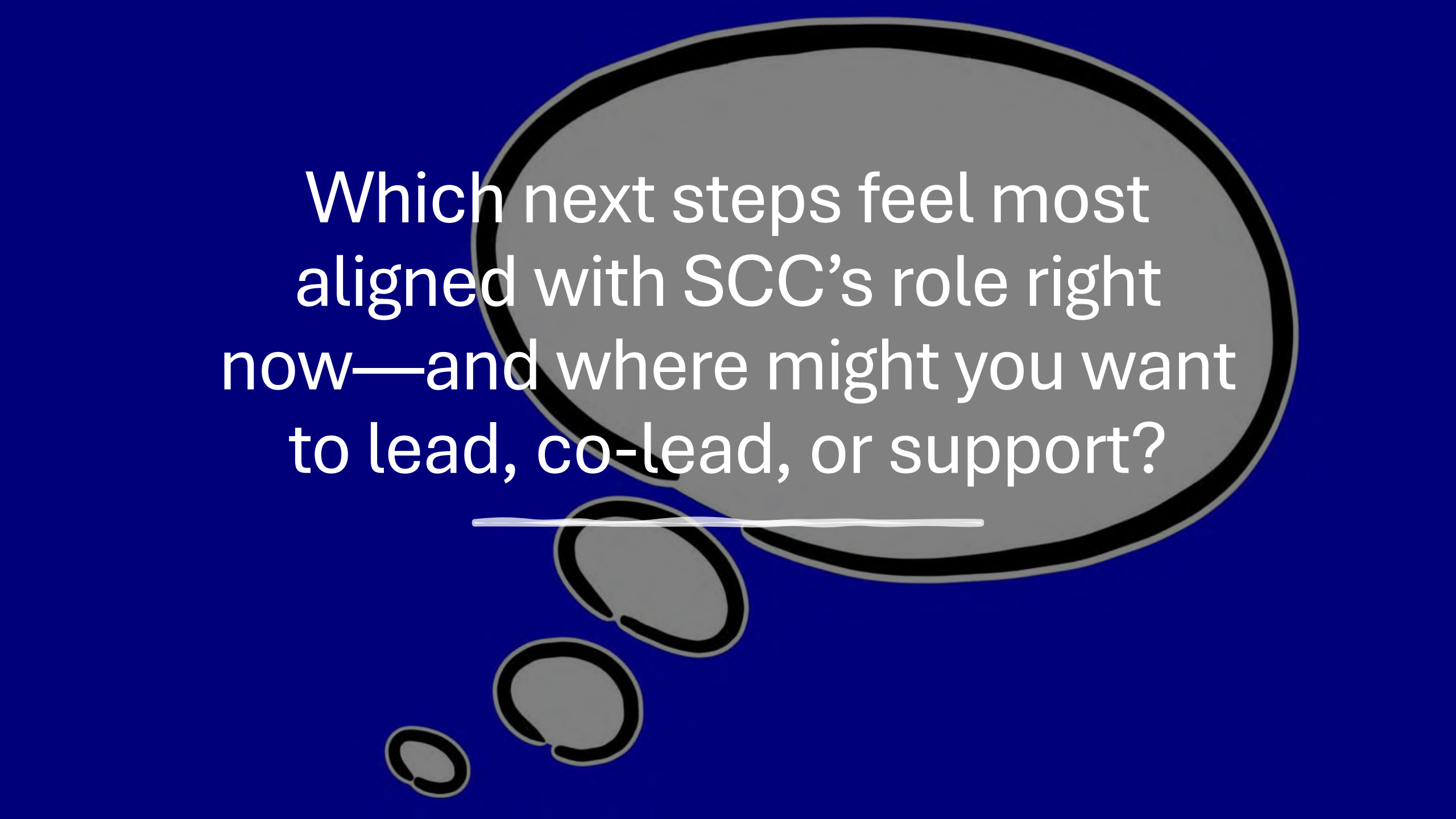
# Dashboard Summary

Strategic Goal	Indicator	Target	Current Status
Strengthen Coordination	% RCCs with full-time MMs	100%	80%
Strengthen Coordination	RCCs posting minutes to KeepNHMoving.org	100%	70%
Strengthen Coordination	RCCs with performance goals in local plans	80%	TBD
Promote Access	% of VDPs reporting monthly	90%	~70%
Promote Access	Unmet trip requests tracked	100%	Partial
Promote Access	Regions w/ outreach to underserved groups	80%	TBD
Performance & Data	Monthly provider reporting rate	90%	~70%
Performance & Data	MM reporting rate	100%	<30%
Performance & Data	SCC use of dashboard (quarterly)	Quarterly	Not Started
Funding & Sustainability	Regions budgeting \$50k+ for MM	100%	80%
Funding & Sustainability	SCC action on match/funding guidance	1 per year	In Progress
Funding & Sustainability	SCC role in state budget process	2 touchpoints	TBD
Health Integration	Healthcare Task Force active	Yes	Active
Health Integration	Data sharing with DHHS underway	Pilot	Conceptual
Health Integration	Shared health-mobility metric identified	1 by Fall 2025	In Progress

	FTA Section 5307 (Urbanized Area Formula Grants)	FTA Section 5311 (Rural Area Formula Grants)	FTA Section 5310 (Enhanced Mobility)	FTA Section 5339 (Bus and Bus Facilities)
Community Development Block Grants (CDBG)	✓	✓	✓	✓
Community Services Block Grant (CSBG)	✓	✓	✓	✗
Dept. of Education (IDEA Funds)	✓*	✓	✗	✗
Dept. of Education (IDEA Funds)	✓*	✓	✗	✗
Housing and Urban Development Funds (HUD)	✓*	✓*	✓*	✗
Medicaid (Non-Emergency Medical Transportation)	✗	✗	✗	✗
Older Americans Act (Title III)	✓	✓	✓	✗
Social Services Block Grant (SSBG)	✓	✓	✓	✗
Temporary Assistance for Needy Families (TANF)	✓	✓	✓	✗
Veterans Affairs (VA) Funds	✓	✓	✓	✗
Vocational Rehabilitation (VR)	✓	✓	✓	✗
Workforce Innovation and Opportunity Act (WIOA) Funds	✓	✓	✓	✗

# Funding Sources and NH Specific Contact Person

Funding Source	Match Requirements			Department in Charge	Contact Person
<b>FTA Section 5307 (Urbanized Area Formula Grants)</b>	20% capital, 50% operating	General public in urbanized areas	Urbanized area public transit (capital, operations)	NHDOT	Fred Butler
<b>FTA Section 5311 (Rural Area Formula Grants)</b>	20%-50% operating, 20% admin, 20% capital	General public in rural areas	Rural area public transit (operations, capital)	NHDOT	Fred Butler
<b>FTA Section 5310 (Enhanced Mobility)</b>	20% capital, 50% operating	Seniors and individuals with disabilities	Accessible transportation for elderly and disabled	NHDOT	Fred Butler
<b>FTA Section 5339 (Bus and Bus Facilities)</b>	20% local match required	General public transit riders (bus, facilities, infrastructure)	Transit vehicle/facility purchase, improvement, replacement	NHDOT	Fred Butler
<b>State of NH Transit Operating Funds</b>	No federal match requirement (can serve as match for federal funds)			NHDOT	Fred Butler
<b>Local Funds (municipal, institutional contributions)</b>	Used as local match for federal funds			Local Municipalities, Transit Agencies	
<b>Medicaid Non-Emergency Medical Transportation (NEMT)</b>	State Medicaid match (Federal Medical Assistance Percentage FMAP dependent)	Medicaid recipients (low-income, disabled, elderly)	Medical appointments, treatments (Non-Emergency Medical Transport)	NH DHHS	
<b>Older Americans Act (Title III) Transportation</b>	15% state/local match required	Older adults (typically 60+)	Medical, nutrition, socialization, community access	NH DHHS & Area Agencies on Aging	
<b>TANF (Temporary Assistance for Needy Familie)</b>		Low-income families, parents seeking employment	Employment access, childcare, training/education	NH DHHS	
<b>Social Services Block Grant (SBG)</b>		Vulnerable populations (children, disabled, elderly, low-income)	Social services access, employment support	NH DHHS	
<b>Community Development Block Grants (CDBG)</b>		Low/moderate-income communities	Economic development, employment, community revitalization		
<b>Workforce Innovation and Opportunity Act (WIOA) Funds</b>		Job seekers, unemployed, underemployed adults/youth Job training, employment services, supportive transportation		NHES & NH Workforce Innovation Boards	
<b>Veterans Affairs (VA) Funding</b>				VA medical centers, veteran service organizations	
<b>Voc Rehab (VR)</b>					
<b>Housing and Urban Development Funds (HUD)</b>		Low-income housing residents, community revitalization areas Community development, transportation linked to housing services		NH Financing Authority	
<b>DOE IDEA Funds</b>		Students with disabilities (education-related transport)	School transportation linked to IEPs		
<b>Passenger Fare Revenue</b>	Counts as local match/revenue			Local Transit Agencies	
<b>Private Contributions/Philanthropy</b>	Counts as local/private match			Local Transit Agencies / RCCs	



Which next steps feel most aligned with SCC's role right now—and where might you want to lead, co-lead, or support?



**NH State Coordinating Council for Community Transportation Meeting Instructions  
Thursday, March 6, 2025 • 1:30-3:30pm • Hybrid Meeting**

**At its March 6, 2025, meeting, the SCC adopted a standing authorization for council members to remotely participate in State Coordinating Council for Community Transportation in New Hampshire meetings when physical attendance is not reasonably practicable limited to driving in hazardous weather conditions, care of self/childcare/family reasons, or reasonable accommodations for a disability pursuant to RSA 91-A:2, IV. Council members are reminded that this does not eliminate or reduce the 8-person in-person quorum unless otherwise authorized by the SCC Chair.**

**Physical Location**

Granite State Independent Living (GSIL)  
21 Chenell Drive, Concord NH

**Zoom Instructions SCC Hybrid Meetings August 2024 – May 2025**

Steve Workman will moderate Zoom during the meeting. Participants will arrive in the waiting room and are asked to wait patiently to be let in. Make sure you have your full name on your Zoom profile so we can identify who you are before we allow you access to the meeting. Always remain muted unless you are speaking. If you wish to speak, please use the “Raise Hand” button located under the “Reactions” tab and when done speaking please lower hand.

Please note that the chair reserves the right to open, suspend or limit discussion. Two-minute limit per speaker.

**If you are a voting member please remember to let Steve Workman, SCC Secretary, know if and how (in-person or remotely) you will participate in the meeting. Voting council members are reminded that SCC Policy requires that they provide an accepted reason for not attending the meeting in-person.**

**Join SCC Meeting by Zoom**

**Please note that this is a series Zoom link that is good for regular SCC meetings August 2024 – May 2025.**

Join Zoom Meeting

<https://us02web.zoom.us/j/83603136945?pwd=EA5IH8ges61YGTRNPxBgHr1bwVAvEI.1>

Meeting ID: 836 0313 6945

Passcode: 060605

**NH State Coordinating Council for Community Transportation  
Granite State Independent Living • 21 Chenell Drive, Concord, NH • And by Zoom  
Meeting Agenda • April 3, 2025**

*Proposed motions are offered for convenience and accuracy. They do not necessarily reflect the opinion of the Chair or members and can be used, ignored, or amended as needed.*

Item
<b>I. Call to Order, Welcome &amp; Introductions</b>
<b>II. Chair's Update</b>
<b>III. Meeting Minutes</b> A. March 6, 2025
<b>IV. Standing Reports &amp; Updates</b> A. NHDOT Updates – Fred B. Outreach Activities & Keep NH Moving Website Updates – Nothing to Report C. State Mobility Manager Report & Data Update – Teri D. Healthcare Transportation Taskforce – Work is ongoing E. Governance Committee - SCC Membership F. Federal & State Legislative/Budget Updates
<b>V. Continuing Business</b> A. <b>Community Transportation Needs Assessment Workshop (Standing Item)</b> Jen Buteau
<b>VI. New Business</b> A. <b>NHTA-SCC Annual Conference – Friday, June 13, 2025</b> B. <b>Next Meeting: May 1, 2025</b>
<b>VII. Discussion by members of the public</b> <i>The chair reserves the right to open, suspend or limit discussion. Two-minute limit per speaker.</i>
<b>VIII. Adjourn</b>

