

**Minutes of May 10, 2022**  
**Mid-State Regional Coordinating Council (RCC) Meeting**  
Zoom

<b>Attendees</b>	
Terri Paige, CAPBMCI	Tom Schamberg, Town of Wilmot (Chair)
Matthew Baronas, CNHRPC	Cindy Yanski, Mobility Manager (CAPBMCI)
Carrie Chandler, Gilford Neighbors	Sean Chamberlain, LRPC
Andrew Harmon, New Hampton	Jane Alden, Town of Tilton
Donna Fanny, Future in Sight	Elizabeth Reynolds, MCDC

**1. Welcome and Introductions**

Chair T. Schamberg called the meeting to order at 2:05pm and everyone present introduced themselves.

**2. Review and approve minutes of the October 13<sup>th</sup> and December 14<sup>th</sup> Special RCC meetings**

A motion was made to accept the minutes from the October 13<sup>th</sup> and December 14<sup>th</sup> Special RCC meetings.

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

**3. CommuteSmartNH and AgileMile GTFS and GTFS Flex Data**

C. Yanski gave an overview of CommuteSmartNH (CSNH) and CommuteSmart Seacoast, describing them as organizations made up of members from a variety of the 9 planning commissions working together with the goal of promoting sustainable commuting. CSNH hosts two annual statewide commute challenges, one in October and one in May.

M. Baronas added that users compete in the challenge, earn rewards, and enter raffles by logging their sustainable trips through the CSNH trip logger platform powered by AgileMile. During the challenge events there are more raffle events and a leaderboard. The CSNH site also has a multi-modal trip planner to help users find carpool rides or research their transit offerings and a commute cost calculator to show commuters how much they can save per year by using a method other than driving alone.

M. Baronas also provided an update on the CSNH committee’s work in developing GTFS and GTFS Flex data. GTFS are a set of data standards required for transit offerings so that mapping software such as google maps can depict transit routes to users. CSNH’s trip planner can use GTFS Flex data, which depicts demand response transit providers and flex route options. Craig Tufts at CNHRPC is in the process of creating the GTFS Flex data for RCC Region 3 and updating the current GTFS feet for CAT to include a paratransit buffer and places where the route can deviate if requested. Once Craig completes the initial GTFS Flex example CSNH hopes other regional planning commissions will collaborate with CNHRPC to grow the data network.

**4. Mobility Manager Report**

a. SFY 2022 FTA Section 5310 Capital Grant Application update

C. Yanski presented an overview of the RCC as a group tasked with allocating 5310 funding to create and distribute transportation options for populations over 60 years old and those experiencing disabilities.

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b. SFY 2021 FTA Section 5310 RCC Programs Update

i. Mid-State Transit Expansion

There are five buses that run throughout different zones in the region, covering most of the area. In FY21 service expanded into Canterbury, Salisbury, Hillsborough, and Sanbornton in addition to the previously existing service in Tilton, Loudon, Hopkinton, Danbury, and Hill. C. Yanski presented yearly and monthly ridership totals as tables and graphs. T. Paige described the evolution of the program during a ridership lull due to COVID resulting in more flexible transportation options.

ii. Volunteer Driver Program

The volunteer driver program is combined with Mid-State Transit and provides service to medical appointments. To make the program handicap accessible Granite State Independent Living is a partner that provides paratransit trips when necessary. C. Yanski presented yearly and monthly trip totals as tables and graphs showing that the ridership is still lower than before the pandemic. Rosa at CAPBMCI matches ridership requests with volunteer drivers.

It was discussed how the effort in Gilford to provide service to residents to help them age in place can coordinate and work collaboratively with CAPBMCI and the RCC.

iii. Taxi Voucher Program

The taxi voucher program is a pilot working with Merrimack County Department of Corrections (MCDC) providing transportation for the members of the SOAR Program. There is a goal to provide this service to a broader audience but acquiring funding match and taxi driver availability is a challenge. C. Yanski presented yearly and monthly trip totals as tables and graphs sharing that the numbers fluctuate depending on how many members are in the program. E. Reynolds shared that more members are expected to join the program soon.

iv. Mobility Manager

The Mobility Manager is responsible for overseeing the transportation options in their region and is funded by 5310.

c. New Hampshire Mobility Manager Network & CDC Grant Funding

i. Update

NHDOT determined that a mobility manager should be present in every region of New Hampshire. It was found that regions with mobility managers were more efficient at allocating resources. Funding has been allocated to each region specifically for mobility manager positions, with urban areas receiving more funds. Places where there already was a mobility manager can still accept the funding, and the funding previously used for the position can be reallocated. Additionally, Terri Palmer was hired in a newly required position the statewide mobility manager.

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ii. New MM Performance Measures

The new mobility manager network instituted a list of performance measures that will be used to track the success of the network and each region's manager.

d. Merrimack County Partnership

The CDC grant is looking specifically for partnerships to combat inequalities developed due to COVID. C. Yanski provided background that Merrimack County human resources was looking to expand transportation offerings, but there was no further progress.

**5. Municipal Website Assessment**

Southern NH Regional Planning Commission produced a matrix assessing the ease of finding transportation information on Town websites. M. Baronas will draft a similar matrix assessing the town websites for region 3.

**6. Any other business**

a. Microtransit

C. Yanski and T. Paige provided a description of microtransit as a demand response ride that also is a shared vehicle and can provide door to door service for those with accessibility challenges. Microtransit is particularly successful where fixed route transit is not feasible, or the fixed route could be supplemented. There was discussion of the relevance of this new type of transit in the region. T. Paige shared that there are providers that will implement all stages of microtransit or others that can build infrastructure for an existing program to help develop microtransit.

**7. Future Meeting Schedule**

The next meeting is scheduled for Aug. 9<sup>th</sup> and will be held in Concord.

A motion was made to adjourn the meeting at 3:30pm.

m/s/ approved

T. Paige/ A. Harmon