

Date: September 22, 2026
To: Monadnock Regional Coordinating Council for Community Transportation
From: Staff

RE: SCC Annual Report Submission

Background

Leadership of the NH State Coordinating Council for Community Transportation is preparing its required annual report to the Governor, Executive Council and Legislature which must be filed by November. This report will cover July 1, 2025 - June 30, 2026 (FY 26).

Steve Workman, Secretary of SCC explains “This report is SCC focused and needs to be concise, but we will include some regional highlights, as it speaks to the overarching coordination mission. The report is a tool to share what we have been doing over the past year, including successes. It is also an opportunity for us to identify ongoing challenges that we want policy makers to be aware of. In that spirit, SCC has previously asked mobility managers to provide the following information by the end of day on September 16:

1. Provide 2-3 bulleted successes that occurred in your region during this time period. This can include service delivery initiatives/expansions, new partnerships, RCC-focused successes, new initiatives, etc.
2. Provide no more than one challenge that the region grappled with during this period.”

The following content was provided on September 16th, following Executive Committee conversation in the absence of a full Council vote due to time constraints, however edits may be submitted at the will of the Council:

SUCSESSES

After almost a decade of research and planning and the June 2025 adoption of the Monadnock Region Next Generation Transit Project Implementation Guide, MRCC went to work bringing its “NextGen” project to life by issuing a Request for Qualifications seeking a new fixed route bus service provider that is committed to bringing microtransit to the Greater Keene area. By the end of the fiscal year, a dedicated cross-disciplinary Steering Committee comprised of representatives from municipalities, healthcare, education, and business interests was in the midst of interviewing four of its five applicants and was well on its way to selecting a preferred provider.

MRCC was intentional about growing and diversifying membership, revitalizing its culture, and adopting a very intentional focus on including lived-experience representatives in its conversations by updating its bylaws to create a seat at the table. Among the new members were representatives from a school district, the community mental health center, the TANF program, an accessible transport provider, and a community-transportation-dependent citizen.

MRCC members took an active role in identifying alternative funding sources by creating a Grant Writing Subcommittee. The 5-member committee worked with the Cheshire County Grants Department to explore

hundreds of foundation, corporate, and government grants to support its work. It actively researched twenty-two. Of those, it pursued nine and successfully completed submissions for four.

CHALLENGE

Youth transportation remains a focus. MRCC wants to support youth organizations in its region, but has experienced failed attempts to arrange a sustainable solution. Member organizations have experiences many complexities due to unique factors like parental consent, behavioral demands, adult ride-along supervision, real or perceived insurance restrictions, company policy restrictions, adult-only funding, background checking, separation of rider and financially responsible parties, and seatbelt and booster laws.

Recommendation

Review this document and provide input on revision, if desired.