

Potential Goals

- ▶ Ensure that governance is representative of the people being served
 - Inclusive governance would entail that the governing board go beyond local officials to engage representatives from the public at large. There is also a geographical element, partly determined by the extent of service.
- ▶ Ensure a regional perspective even if service starts out focused on Keene
 - If consensus is built for long-term broad regional mobility improvements (rather than just Keene and immediate environs), then it would be easier for the board to represent the future service area from the start, rather than trying to enlarge the board later.
- ▶ Maximize flexibility to adapt to changing needs and travel patterns
 - Transportation priorities can change over time. A flexible organization will be best able to address needs as they arise and change.
- ▶ Maximize ability to obtain sustainable funding
 - A model that can achieve sustainable funding will be able to focus on improving service delivery rather than scrounging for revenue.
- ▶ Maintain continuity with existing processes
 - Service to the present time has been operated by HCS. They could remain involved in some capacity instead of introducing a wholly new governance model.
- ▶ Minimize personnel burden on local entities
 - In-house operation and local control could imply staff time by municipal employees, either existing ones or new hires. This may be undesirable for local governments. A separate nonprofit could reduce the burden on municipal employees.
- ▶ Make sure elected officials are engaged with the process and oversight of the service
 - To the extent that municipal funding will be an important part of overall finance, it would be beneficial for elected officials to be engaged from the start, rather than having the future transit entity needing to “sell” the concept to local officials.
- ▶ Have independent management separated from politics
 - A regional transportation solution may be better served by a governing board that is focused on mobility and searching for ways to fund it, rather than local officials who may have a finance-first mindset.
- ▶ Harmonize structure with NHDOT guidance and direction
 - Regardless of the governance structure chosen, the majority of funding will flow from NHDOT. Thus choosing a structure that works well with their processes and desires could reduce friction in the flow of federal and state funds.