

Intercity Bus Meeting Notes 10-23-2018

Pat H. asked if there was any contemplation of any additional service in the North Country. Shelley W. asked if the existing 5311(f) routes were adequate. Steve F. replied that the existing routes seem to meet the need in the North Country and the focus was on extending service to other areas that have unmet needs.

J.B. asked about what the subsidy covered for the proposed Brattleboro-Boston service. Steve F. replied that only miles traveled in NH would be subsidized by NHDOT.

Regarding the Keene-Nashua proposed route, J.B. commented that SWRPC thought it would be more accommodating to users in Keene if bus service would depart Keene in the morning and return to Keene later in the afternoon. Stephanie G. said that the intent should be to put service on the ground that promotes ridership.

Chip D. commented that the draft solicitation requires buses that are less than 7 years old and less than 250,000 miles. Stephanie G. agreed that this was too low. NHDOT agreed that this requirement would be revisited.

J. B. commented that SWRPC thought that the connections from Nashua to the north (Manchester/Concord) are poor. Nashua does have connecting service to Boston and is served by the Nashua's local transit service. However, connectivity northbound is limited and was concerned whether there is a plan to improve that.

Chris. A. asked whether VT had any plan to revitalize service from Brattleboro to Rutland route. Chip D. commented that there was a proposed MA Bus Plus route (2 daily round trips) from Boston that included the Brattleboro to Rutland route that was cancelled just before service was to start.

Terri P. commented that folks in the Claremont area would like a route northbound towards the Lebanon area. Steve F. said that he has had initial discussions with VTrans to have NH transfer funds to VT so as to amend their contract with Greyhound to modify Greyhound's current subsidized route on the I-91 corridor to serve Claremont and possibly Charlestown and that while this did not provide the direct Claremont to Lebanon connection, it was better than no service.

Shelley W. provided feedback from FTA Region 1 regarding in-kind match and cash match. NHDOT has the matter under consideration.

Nate M. asked about Greyhound stop locations in Claremont—if it would stop at the Claremont Amtrak station and if there was any value or potential for intermodal connectivity. Terri P. said that local transit will alter its route to the train station if requested but that has only happened about 5 times in the past 2 years.

Chris A. said bus stops should be where people can park cars. Nate M. said parking is available near the Claremont Visitors Center, if parking is a consideration. J.B. commented that long-term parking is not available in Keene but would talk to the cities about long-term parking opportunities if the state is interested. Steve F. said the Park and Ride component of the SSTA would be revisited once the intercity plan is in place to help ensure that there is parking capacity available to serve the proposed intercity network.

Shelley W. said timing is such that bus service comes before parking/facilities. Steve F. said existing lots or leased lots should be used initially.

Chris A. asked if any unused 5311(f) funds could be used for local transit. Shelley W. said yes they could be but not immediately. The funds would likely roll into future 5311(f) solicitations.

Fred B. said the NHDOT needs to receive any additional comments on the solicitation by November 15, 2018.