

# COAST



40+ YEARS  
OF CONNECTING PEOPLE &  
COMMUNITIES

## Cooperative Alliance for Seacoast Transportation

A registered 501(c)3 nonprofit charitable organization

# Our Mission

To champion and provide customer-focused public transportation with a commitment to excellence in safety and service.



# Economic Driver

- COAST is a critical transportation resource and significant driver of the Seacoast economy.
- Every dollar invested in COAST, whether by riders at the fare box or by the communities that COAST serves, generates approximately \$4.08 of activity in the local and regional economy. \*
- COAST's annual impact on the local economic is estimated at \$31 million.

*\* As found by a 2021 economic impact study conducted by the SRPC and RPC.*



# Providing Access to Opportunity

- Since 1982, COAST has connected people in the Greater Seacoast region to work, school, doctor appointments, shopping, and social/recreational activities over 16 million times.
- High housing prices and the lack of available rental properties have increased the distance between economic opportunity (i.e., work and education) and the communities where people can afford to live.
- COAST is essential in connecting the workforce living in more affordable housing and the businesses that employ them.

# Supporting Seniors

- Operating in the second oldest state in the U.S., COAST plays a critical role in helping seniors to maintain their independence.
- By providing transportation options beyond driving, COAST keeps people connected to their communities and the services they rely on for support as they age.



# Regional Connectivity – Social Services

COAST  
2023 CAPSC Community Champion



*Thank You, COAST!*

- COAST is an essential service provider, recognized as a critical partner by social services agencies across the Seacoast.
- By providing the transportation link between health, social and other support services, COAST aspires that everyone can access the opportunities they need to thrive.

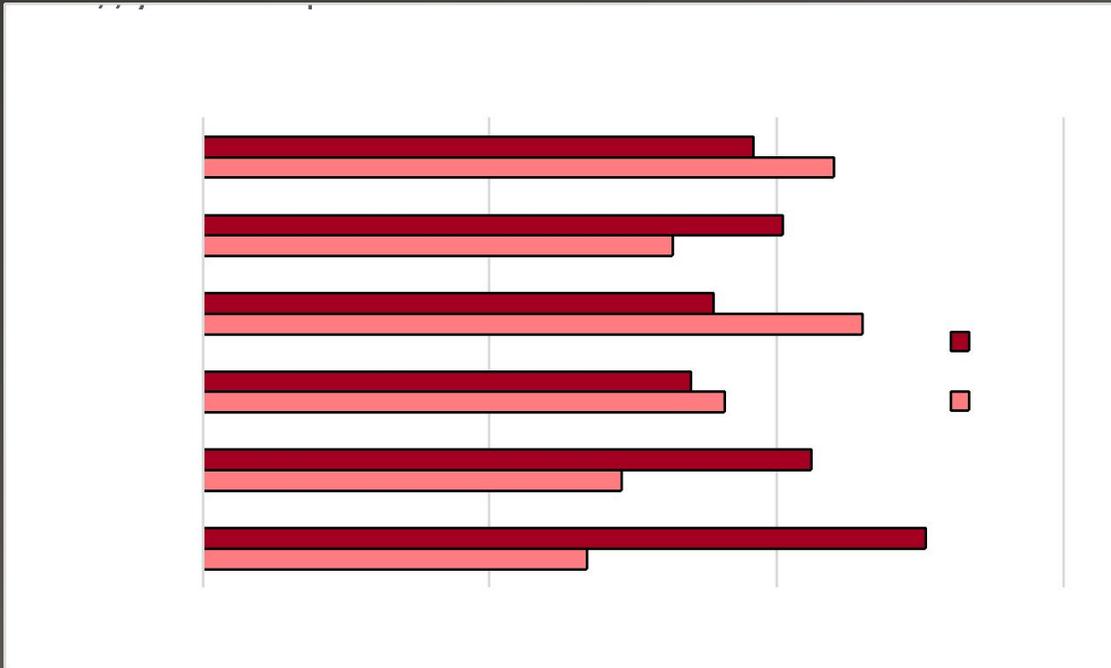
# Rebounding Ridership at COAST

- A return to full staffing has meant all temporarily suspended services have returned to operation.
- The results since: **>38% gains year over year through March.**



# Rebounding Ridership (Rte. 7 OD)

- Ridership on COAST Route 7 On Demand serving Exeter has been averaging a +12% growth rate through the first six months of our FY24 (Oct-Mar).



- YTD this growth rate is 20% higher than our projections for the fiscal year.
- Ridership is now back to approximately 90% of the pre-pandemic levels of 2019.

# Exeter Ridership Details

- 23 individuals assumed to reside in Exeter used Rte. 7 On Demand for 642 trips in FY23
- The average length of each one-way trip taken was 4.2 miles
- Trip purposes for these riders on Rte. 7 On Demand in FY23 were, 82% for employment, 7% for other, 5% for shopping, 4% for medical, and 2% for recreational

# Exeter Service Delivery Options

- Route 7 On Demand can be configured differently to meet potentially changing needs in the community
- The days of the week it operates, # of days each week, and or the areas it serves in Exeter can all change
- Since it is a service that is operated based on demand, costs to operate the service are tied directly to the volume of rides
- If, due to increased use, the route could not be operated within the funding available, solutions like caps on the number of trips per month an individual could take might be necessary

# COAST Municipal Funding Formula

- While we have a municipal funding formula (MFF) to provide an equitable way of determining municipal funding of the regional system, not all services are part of the formula
- In those cases, partner service contributions are set according to separate agreements in place for those services.
- For Rte. 7 OD, we target ~50% of our projected net operating expenses to be covered by the communities of Exeter and Newmarket (25% each). The FTA covers the remainder.

# FY24 Municipal & Partner Requests

**Municipal Funding through the Formula: \$1,291,144**

+

**FY 24 Funding Requests - Partner Projects**

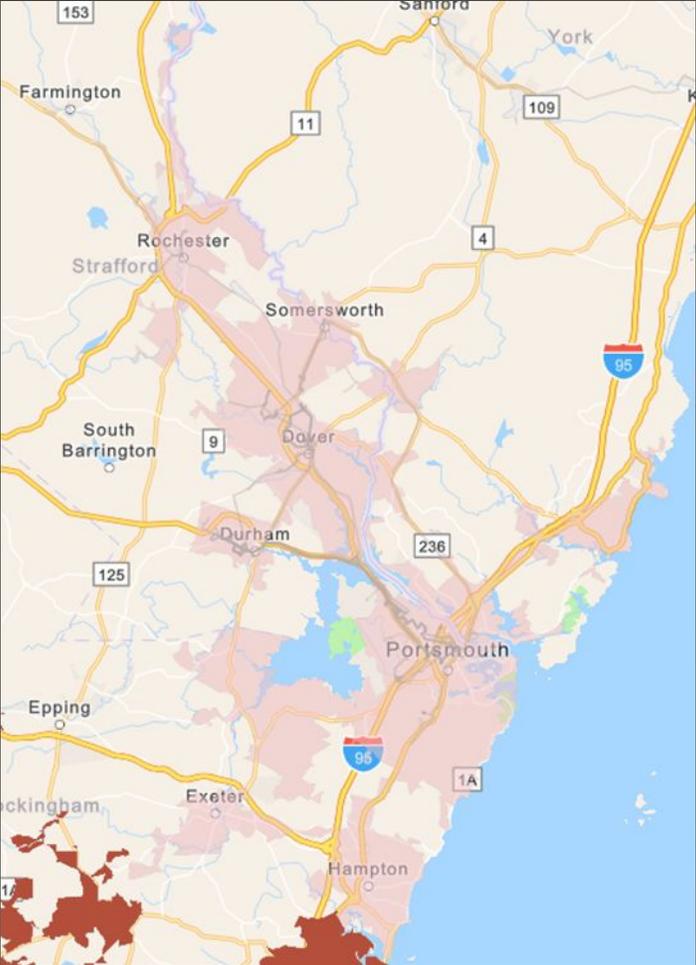
<u>Other Partner Projects:</u>	<u>FY24 Req.</u>	<u>FY23 Bud.</u>	<u>% Change</u>
Exeter	\$ 25,760	\$ 23,000	12.0%
GBCC	\$ 5,600	\$ 5,000	12.0%
Newmarket	\$ 25,760	\$ 23,000	12.0%
Pease	\$ 120,000	\$ 120,000	0.0%
PST	\$ 196,048	\$ 175,043	12.0%
State of ME	\$ 40,000	\$ 32,500	23.1%
State of NH	\$ 34,782	\$ 34,782	0.0%
Strafford County	\$ 64,581	\$ 57,662	12.0%
<b>TOTAL</b>	<b>\$ 512,531</b>	<b>\$ 470,987</b>	<b>8.8%</b>

# FY25 Fiscal Changes (Hurdle #1)

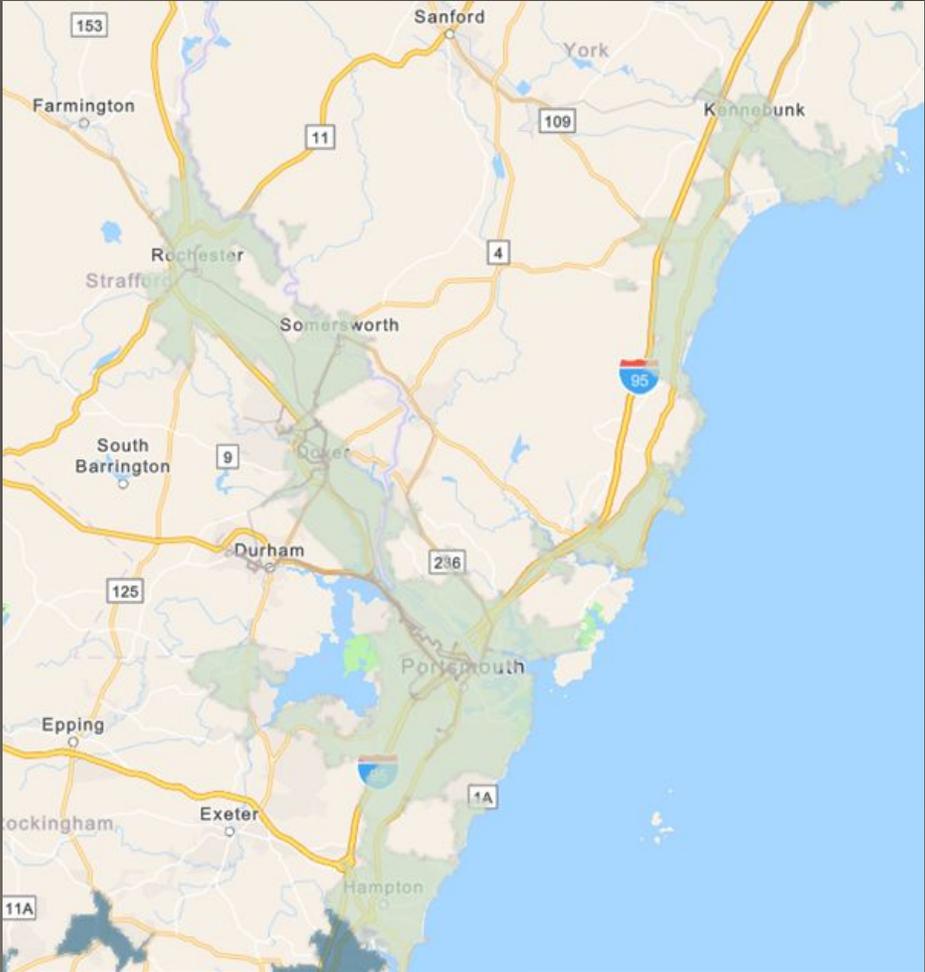
- Our FY25 Federal grant funding mix is dramatically different as emergency relief funds, and another one-time grant will be fully spent
- We have been discussing this for a couple of years and held a summer 2023 Community Leader & Partner Meeting to advise of this change
- We discussed solutions for resolving our projected funding shortfalls
  - Increases in State operating funding support (+1,116% in FY25 / next biennium?)
  - Seeking significantly more support from philanthropic organizations/individuals
  - Increases in municipal and partner financial support (+25% overall)
  - Reducing our service levels

# 2020 Census Impacts (Hurdle #2)

2010



2020



# 2020 Census Impacts (cont.)

- The impacts of the 2020 Census have become apparent with the recent release of new UZA boundaries and FTA apportionments for FFY24
- Exeter and Stratham are no longer in the Portsmouth UZA, for which we receive funding
- That means Rte. 7 On Demand Trips that stay entirely within Exeter or Exeter/Stratham can no longer be funded with Portsmouth UZA funding under the FTA 5307 Program
- We have initiated discussions with NHDOT on this new development



42 Sumner Drive  
Dover,  
NH 03820  
603.743.5777



We champion and provide customer-focused public transportation with a commitment to excellence in safety and service.