



Rochester City Council

Community Development Committee

MEETING MINUTES

Elaine Lauterborn, Chairperson
Donna Bogan, Vice Chairperson
Tom Abbott
Ray Barnett
A. Raymond Varney, Jr.

Meeting Date:	Thursday, January 28, 2016	
Members Present:	Mayor McCarley Councilor Lauterborn Councilor Bogan Deputy Mayor Varney Councilor Abbott Councilor Barnett	Members Absent: None
Guests/Staff:	Karen Pollard, Economic Development Manager Mike Provost, Executive Director, Rochester Main Street Stacey Marchionne, Owner, Revolution Taproom and Grill Rad Nichols, Executive Director, COAST	

Councilor Lauterborn called the meeting to order at 6:56 p.m. Motion was made by Councilor Bogan and seconded by Deputy Mayor Varney to approve the December 10, 2015 minutes. The minutes were approved unanimously. Mr. Long, the Community Development Coordinator is unavailable for the meeting due to a family emergency.

Public Input	There was no public input.
COAST Bus Presentation	<p>The City has financially supported COAST for many years. The requested funding by COAST for FY17 has increased 9.27%, or \$10,079, due to increased ridership. Kenn Ortmann is the current Chair of the COAST Board and Rochester representative. Route 2 has a 17.5% increase in Rochester ridership, and Route 6 has a 30% increase in Rochester ridership. COAST is working with Waterstone developers to have a full bus stop in Phase 1 and a secondary stop in Phase 2 located at the Granite State Business Park development. The route currently stops at Wal-Mart. They anticipate significant increased ridership from the new stops. ACTION: Economic Development Manager Pollard to work with COAST on selecting a Granite State Business Park stop location.</p> <p>Beginning in FY17, COAST will refund 50% of advertising profits to communities who fully fund the program AND who have voted to allow advertising on bus shelters. To date, Rochester is the only community to do both. The full Power Point presentation and funding request are included as an attachment to these minutes. The Committee recommended the full request be placed into the General Overhead portion of the municipal budget for review during the regular cycle.</p>
Lease of Factory Court	<p>Manager Pollard gave a synopsis of the status of Revolution Taproom and Grill's request to lease the Factory Court space owned by the City. Councilor Bogan asked what the benefits of allowing a sub-lease from the</p>

	<p>current leasor, Rochester Main Street, were to the City, as there would be no revenue. The Committee discussed the highest and best use for the space. Revolution Taproom and Grill owner Ms. Marchionni stated she would prefer to lease directly from the City. Rochester Main Street Executive Director Provost stated that he could not speak for the Board of Directors, who were planning on negotiating a lease with Revolution Taproom. The Committee discussed the benefits of leasing directly to Revolution Taproom and Grill. Mr. Provost spoke of the maintenance needed in Factory Court, including painting the arches. Mr. Provost also stated that Rochester Main Street would like to relocate the stage and to retain the use of the bulletin board and that Main Street has been paying for electricity. Once the stage is removed, a safety railing may need installation.</p> <p>Councilor Varney was in favor of a direct lease to Revolution Taproom and Grill and for the City taking over the maintenance of Factory Court. Ms. Marchionni stated that she is very supportive of Rochester Main Street and offered to host a fundraiser completely at the restaurant's expense to benefit the organization. Improvements to make Central Square handicapped accessible have been submitted through the CIP budget for \$9,000. It was recommended that these improvements be made in time to relocate the Rochester Main Street concerts for the 2016 summer season. Mr. Long will look at CDBG funding "leftover" from other FY 2015-2016 CDBG projects that may be applied to Central Square improvements.</p>
<p>Factory Court ACTION ITEM</p>	<p>Councilor Bogan made a MOTION, Councilor Barnett SECONDED, to RECOMMEND FOR ACTION TO FULL COUNCIL:</p> <ul style="list-style-type: none"> • To forgo renewal of the one-year lease of Factory Court to Rochester Main Street; • To assume the maintenance and care of Factory Court by the City of Rochester; • To enter into a lease with Revolution Taproom for the 2016 outdoor dining season; • To allow the relocation of the stage in Factory Court to Central Square, for the purpose of relocating Rochester Main Street's Brown Bag Concert Series; and • To authorize a SUPPLEMENTAL APPROPRIATION of \$9,000 in capital improvements to Central Square to make it handicapped accessible for the 2016 summer season. <p>MOTION was APPROVED UNANIMOUSLY. Directions were given to Manager Pollard for an e-mail to the City Council on Friday, prior to the City Council meeting on Tuesday, February 2nd.</p>
<p>CDBG Grant Applications</p>	<p>Mr. Long has sent a link to all receive CDBG and general City funding applications for FY 2016-2017 to the Committee electronically via Dropbox. Councilor Lauterborn summarized the CDBG Committee grant review and decision-making process. Deputy Mayor Varney asked about the lack of an application from Rochester Child Care. He also presented a spreadsheet created from the data provided and asked after the customary documentation comparing requests from organizations.</p>

	Presentations from non-profit organizations are scheduled for Monday, February 8th at 7 p.m. in the City Council Chambers.
Future Agenda Items	Councilor Lauterborn reviewed the Council Rules of Order and the charge of the Community Development Committee. Councilor Lauterborn also suggested Committee members read the potential future agenda items and enjoy the variety of topics.

Motion to adjourn was made by Councilor Bogan and seconded by Councilor Abbott. The vote to adjourn was unanimous. The meeting was adjourned at 8:40 p.m.

Next Meeting – Monday, February 8, 2016 at 7:00 p.m. in the City Council Chambers at City Hall

Topic – Presentations by FY 2016-2017 Grant Applicants, CDBG FY 2016-2017 Annual Action Plan (First Review), CDBG Projects Program Report



January 6, 2016

Mr. Roland Connors
Deputy Finance Director
City of Rochester
31 Wakefield Street
Rochester, NH 03867

RECEIVED

JAN 12 2016

FINANCE OFFICE
CITY OF ROCHESTER

Dear Mr. Connors,

COAST continues to see strong demand for our services as more and more residents of the Greater Seacoast have come to rely upon COAST on a daily basis. COAST offers an affordable, convenient and efficient way for individuals to access their jobs, education, medical services and commerce. Public transit, COAST, is an important part of your community and provides an essential service for thousands of the region's residents.

The continued success and growth of COAST and public mass transportation statewide in New Hampshire is indicative of the growing importance of this and other alternative modes of transportation to our residents and local businesses. The number one and two uses of COAST and public transit as a whole are for work and to access commerce. Public transit provides affordable access to employment opportunities and the ability to shop local, both critically important to our local and regional economies.

Public transit only exists through the public's recognition that it is an important component of the overall set of services that we support in our communities. Public transit, with a low fare to ride (i.e., \$1.50), does not pay for itself through user fees, regardless of how many passengers are carried. COAST routes, despite all of our tremendous success, have farebox recovery ratios ranging from 60% to less than 10%. The fare to ride public transit is low so as to be affordable for anyone to take advantage of and utilize on a frequent basis. There is a public benefit to this. Without community-based public transportation options; (1) many of our region's residents would have extremely limited or no access to employment opportunities, healthcare and basic services, (2) some area employers would have a harder time attracting and accessing employees, (3) family transportation expenses would be much higher, (4) more disabled and elderly individuals would be unable to continue living independently in their own homes, and (5) our streets would be more crowded.

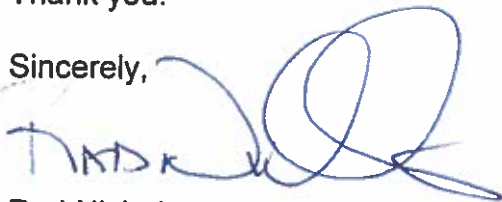
The funds contributed to COAST by the municipalities served by our core system (Rtes. 1, 2, 6, 7 & ADA) are critical to matching and leveraging over \$1,500,000 in federal funds to support our regional public transit system.

Without the continued support of communities like yours, we would not be able to provide essential public transit services to your residents and the greater Seacoast. In order to secure the federal funding needed to operate our system, based on the current draft FY2017 municipal funding formula, COAST needs a commitment from the City of Rochester in the amount of \$118,799. This represents a \$10,079 increase from our previous year's request, which the City fully funded. The City's funding will help leverage over \$178,000 in Federal Transit Administration funding in support of COAST operations in Rochester.

One of the largest driving factors in our increased financial request of the City was the explosion of ridership in Rochester over the past year, growing 18%. In COAST's FY15, Rochester experienced more significant growth than the rest of the core system added together multiple times over. We expect that the opening of the Granite Ridge development with new public transit facilities and amenities will only serve to further increase public transit ridership within the City.

If you should have any questions, need more information, or if you would like me to make a presentation on our services and request, please do not hesitate to contact me. Thank you.

Sincerely,



Rad Nichols
Executive Director

Attachments

cc: Mr. Blaine Cox, Deputy City Manager/ Director of Finance & Administration
Mr. Kenneth Ortmann, Rochester Representative to the COAST Board of Directors



Funding Formula Summary

COAST uses a funding formula to provide an equitable way of determining municipal funding of the regional public transit system. Since COAST's inception the formula has evolved as federal funding sources have come and gone, the census has impacted the region and attempts have been made to refine the formula to provide more equitable assessments.

The latest iteration of the formula was presented to Town and City Managers from all member communities in December 2003. The formula was viewed as equitable by the group (by consensus), and was subsequently adopted by the COAST Board of Directors as the basis for municipal requests beginning in 2004.

COAST has worked closely with the Strafford Regional Planning Commission and Rockingham Planning Commission to develop the funding formula.

The funding formula is a blended average, by community, of four separate factors:

- 1) population residing within a ½ mile of a COAST route (US Census)
- 2) employment located within a ½ mile of a COAST route (NH DOL)
- 3) weekly service miles (COAST)
- 4) ridership within the community (COAST)

Each of the four factors carries equal weight. The end result is an overall assessment for each community served by COAST.

Updates to the variables are applied when data for all member communities becomes available. Some of the data, such as population and employment figures, can only be updated when the regional planning commissions are provided this information through the federal or state agencies that control this information. Population and employment data is analyzed at the census block level and are not updated at this level on a regular basis. Updates to weekly service miles and ridership are applied on an annual basis, based on current or projected conditions (weekly service miles) or the past year's performance (ridership).

The total amount of municipal funding requested is determined only after considering and applying all other revenue sources against projected expenses in the projected operating budget.



DRAFT 2017 Municipal Funding Formula & Requests

(for the period 10/1/16 - 9/30/17)

Funding Formula

- For regional COAST bus service on Routes 1, 2, 6, 7 & ADA paratransit services for disabled individuals.
- Based on Blended Averages of 1/2 Mile Population & Employment, Weekly Service Miles & Ridership.

	Population Within 0.5 Mile	Local % of Total Population	Employees Within 0.5 Mile	Local % of Total Employment	Weekly Service Miles (1)	Local % of Total Service Miles	% Change FY16 - FY17	Ridership (2)	Local % of Total Ridership	% Change FY16 - FY17
Berwick	1,837	3.5	900	2.1	133	1.8	-3.8%	3,076	0.9	-10.3%
Dover	18,285	34.6	8,733	20.3	2,481	32.6	-4.3%	121,558	37.4	-0.8%
Farmington	2,907	5.5	747	1.7	591	7.8	-4.1%	9,332	2.9	1.2%
Newington	35	0.1	4,243	9.8	407	5.3	-27.2%	29,656	9.1	1.2%
Portsmouth	8,169	15.4	16,022	37.2	682	9.0	-21.0%	40,021	12.3	-6.8%
Rochester	12,422	23.5	8,092	18.8	1,911	25.1	-3.4%	68,539	21.1	18.0%
Somersworth	9,236	17.5	4,364	10.1	1,400	18.4	-4.1%	52,475	16.2	-4.7%
52,891			43,101		7,606		-21.1%	324,657		-1.2%

Proposed Funding Shares

	% of Total Budget	FY17 Request	FY16 Request Calc	\$ Change FY16 - FY17	% Change FY16 - FY17
Berwick	2.1	\$ 11,086	\$ 10,449	\$ 637	6.10%
Dover	31.2	\$ 167,654	\$ 162,823	\$ 4,831	2.97%
Farmington	4.5	\$ 24,000	\$ 22,530	\$ 1,470	6.52%
Newington	6.1	\$ 32,741	\$ 34,478	\$ (1,737)	-5.04%
Portsmouth	18.5	\$ 99,210	\$ 97,758	\$ 1,452	1.49%
Rochester	22.1	\$ 118,799	\$ 108,720	\$ 10,079	9.27%
Somersworth	15.5	\$ 83,438	\$ 81,327	\$ 2,111	2.60%
100.0		\$ 536,927	\$ 601,584	\$ (64,657)	-10.75%

Other Partner Projects:

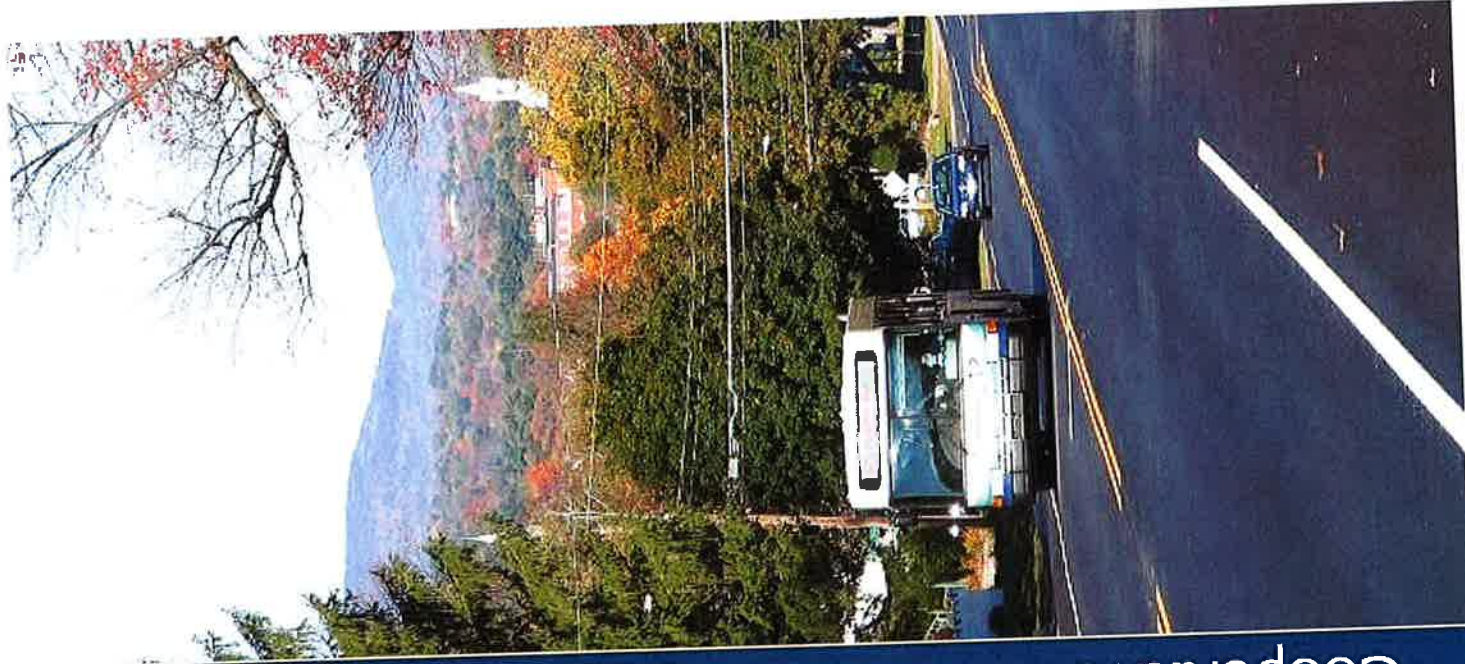
	FY17 Req.	FY16 Bud.
Stafford County (Rte. 33)	\$ 45,082	\$ 45,000
Dover (Rte. 33)	\$ 24,506	\$ 22,400
Portsmouth (40/41) *	\$ 138,624	\$ 123,247
Pease (40/41) *	\$ 138,624	\$ 123,247
Navy **	\$ 93,070	\$ 60,623

* will ultimately depend on expenses and other revenues.

* DRAFT - Subject to further refinement at the January meeting of the Board. Currently reflects the highest likely potential financial request of the City of Rochester in the upcoming budget process.



Cooperative Alliance for Seacoast Transportation



Public Transit

One part of an
economically healthy,
vibrant and
environmentally
conscientious
community.



Cooperative Alliance for Seacoast Transportation

An Overview of COAST

- Non-profit, established in 1981
- One of only two truly regional public transit systems in NH, providing service within and between the communities we operate in.
- Independent public body in 1985 (NH RSA 239)
- Governed by up to a 19 member Board of Directors
- Funded through federal grants, local funds, passenger fares and advertising revenues

Legend

- Route 1
- Route 2
- Route 6
- Route 7
- Route 20
- Route 33
- Route 40
- Route 41

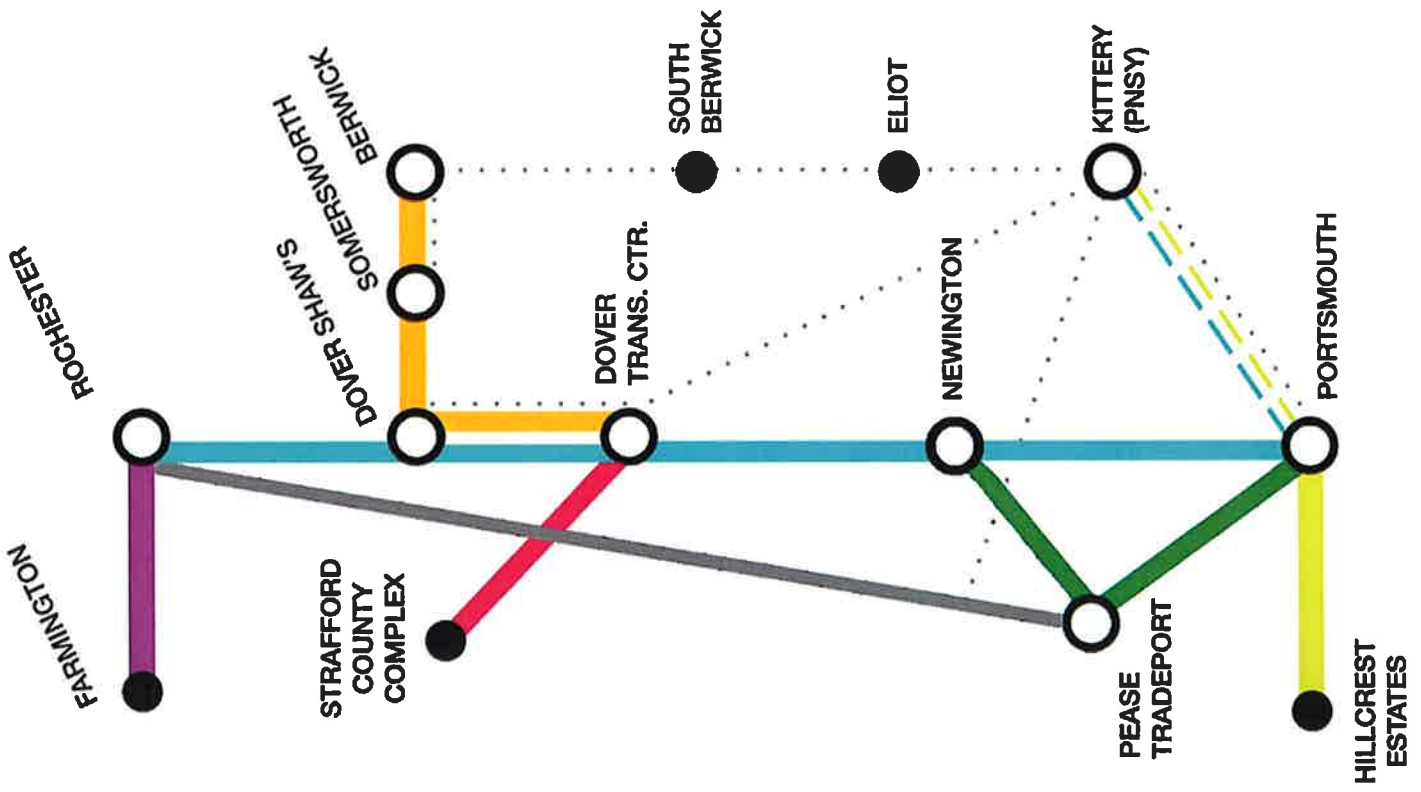
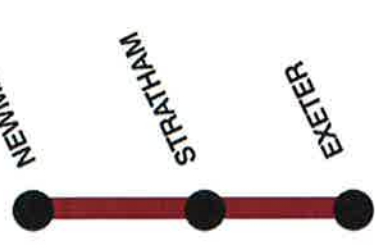
.....
Clipper Connection
(not included in this pamphlet)



Community or Transfer Point



Community or Landmark



Service

Area

- Berwick
- Dover
- Eliot
- Exeter
- Farmington
- Kittery
- Newington
- Newmarket
- Portsmouth
- Rochester
- Somersworth
- S. Berwick
- Stratham

- Eleven intra and intercity bus and trolley routes connecting thirteen communities in two states.
- Service Mon – Sat, 5:15 am - 9:45 pm
- Fleet of ≈40 buses and vans.
- Approx. \$5.5M annual operating budget with 82 employees.
- Over 13.4 million passenger trips provided & 54 million passenger miles travelled.
- Thirty-four years of service.





- Projecting just over 500,000 passenger boardings in FY17
- Committed to continuing improvement and re-evaluation
- Committed to providing low cost transportation options for Seacoast residents, businesses and visitors
- 9 out of 10 passengers indicate they would recommend using COAST to their family, friends and colleagues





Cooperative Alliance for Seacoast Transportation



Route 2

- Rochester/Somersworth /Dover/Newington/ Portsmouth
- Operates M-F, 5:30a to 9:30p & Sat., 5:30a to 9:00p
- \$1.50 base cash fare
- Connects with other COAST, Wildcat and C&J services.
- 56,127 boardings in Rochester (FY15)



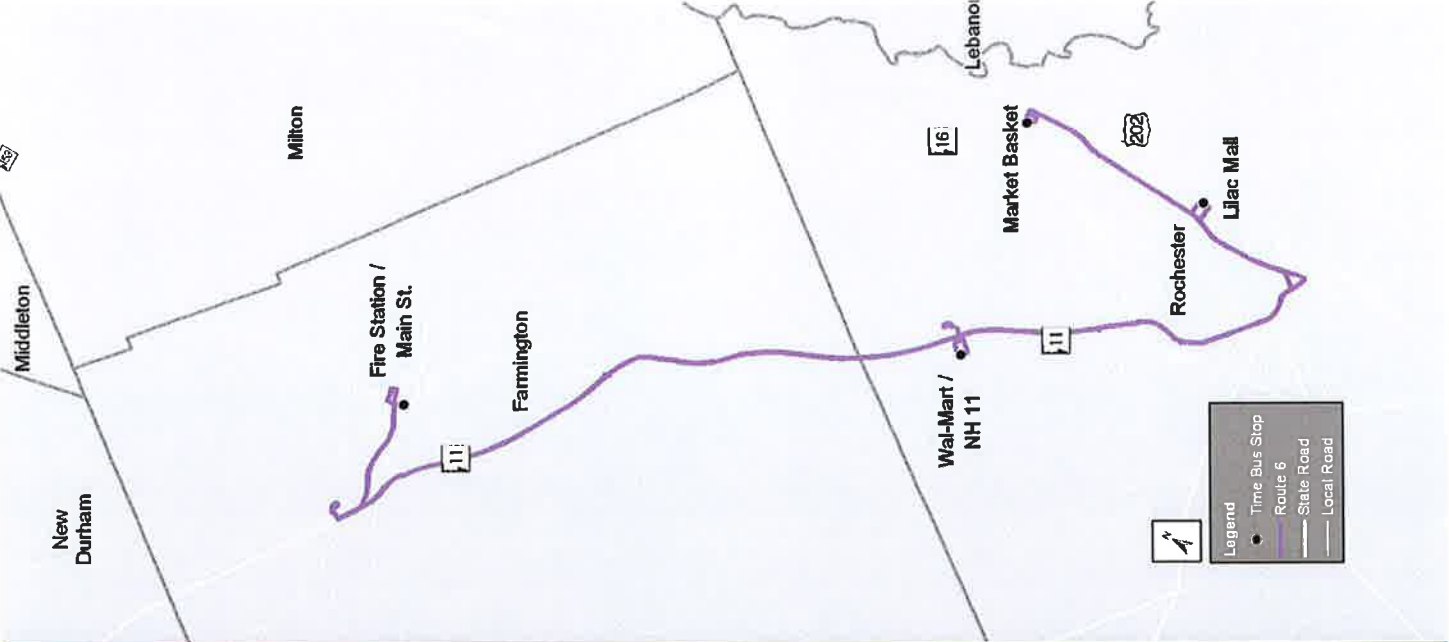
Cooperative Alliance for Seacoast Transportation

Notable Route 2 Bus Stops in Rochester

- E. Rochester (multiple stops)
- Lilac Mall
- Rochester Community Center
- Spaulding High School
- City Hall
- Friendly's
- Frisbie Memorial Hospital
- Rochester Hill (multiple stops)
- Rochester Airport
- Granite State Business Park

FY11 - 15 Route 2 Ridership Estimates by Community





Route 6

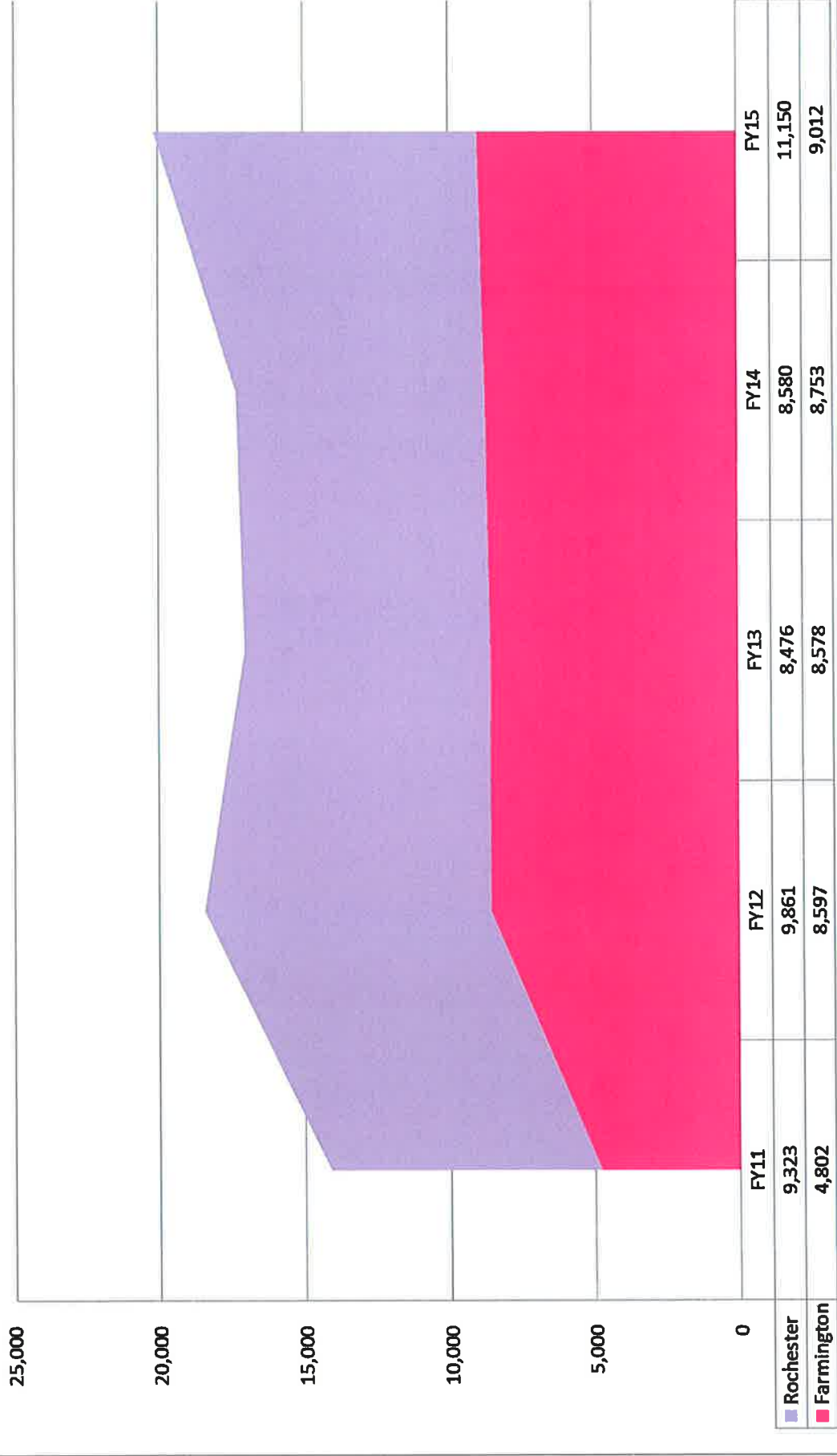
- Rochester/Farmington
- Operates M-F, 5:50a to 6:30p
- \$1.50 base cash fare
- Will service Granite Ridge when opened
- 11,150 boardings in Rochester (FY15)



Notable Route 6 Bus Stops in Rochester

- Rochester Marketplace
- Lilac Mall
- Rochester Community Center
- Spaulding High School
- City Hall
- N. Main St. (multiple stops)
- NH 11 (multiple stops)
- Granite Ridge (*coming soon*)
- Wal-Mart
- Strafford County Dialysis

FY11 - 15 Route 6 Ridership Estimates by Community





Cooperative Alliance for Seacoast Transportation



Route 103

Clipper Connection

- Express Commuter Connection between Rochester & PNSY
- Operates M-F, 5:50a Dpt SB & 4:30p Arv NB
- \$3.25 base cash fare / \$130 monthly pass
- Operated in a commuter coach bus (primarily)
- 12,606 boardings in (FY15)

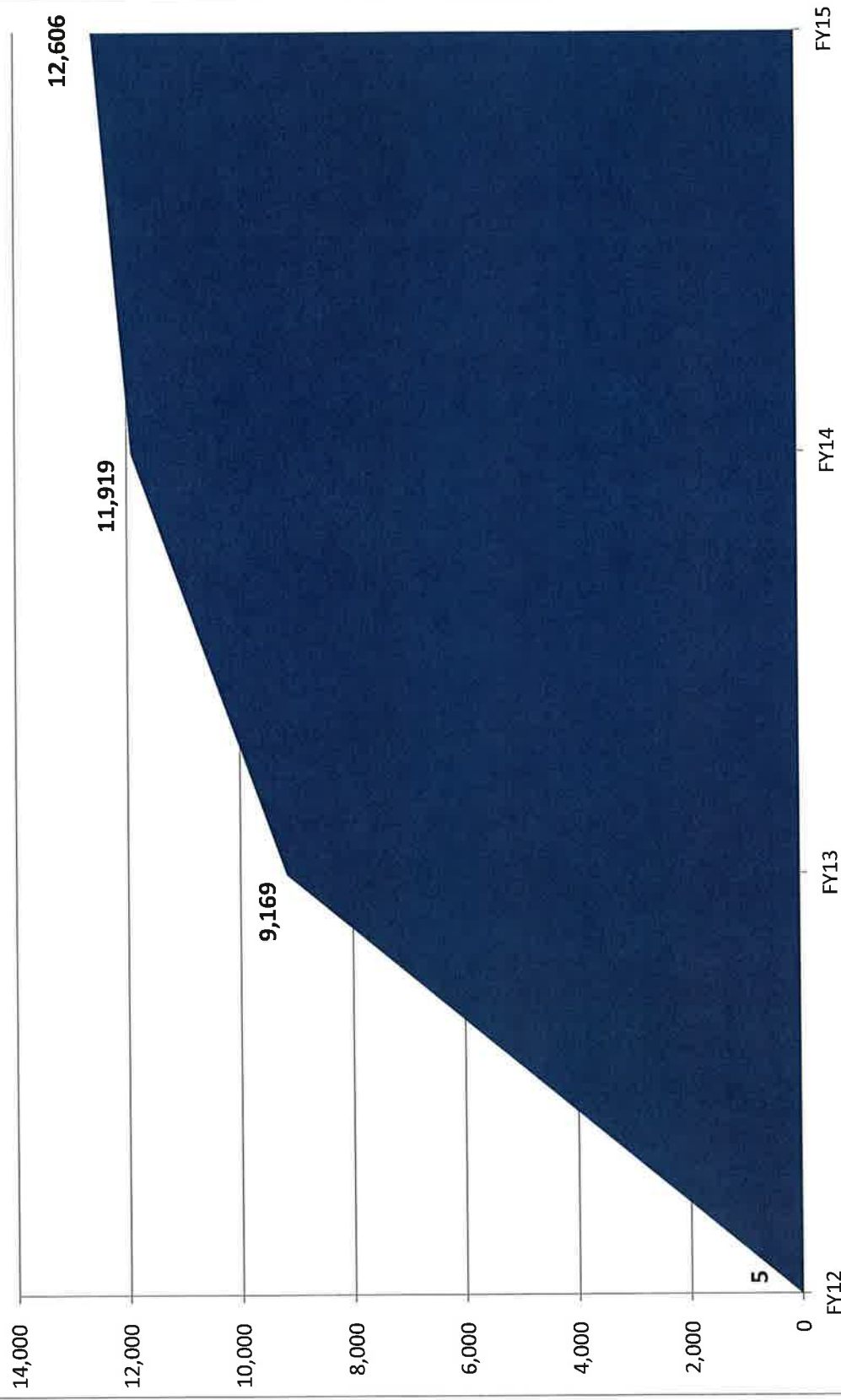


Coastal Transportation

Route 103 Bus Stops in Rochester

- S. Main St. (Bank of America)
- Rochester City Hall
- N. Main/Cove Sts.
- Rochester Park & Ride 

FY12 - 15 COAST Route 103 Ridership

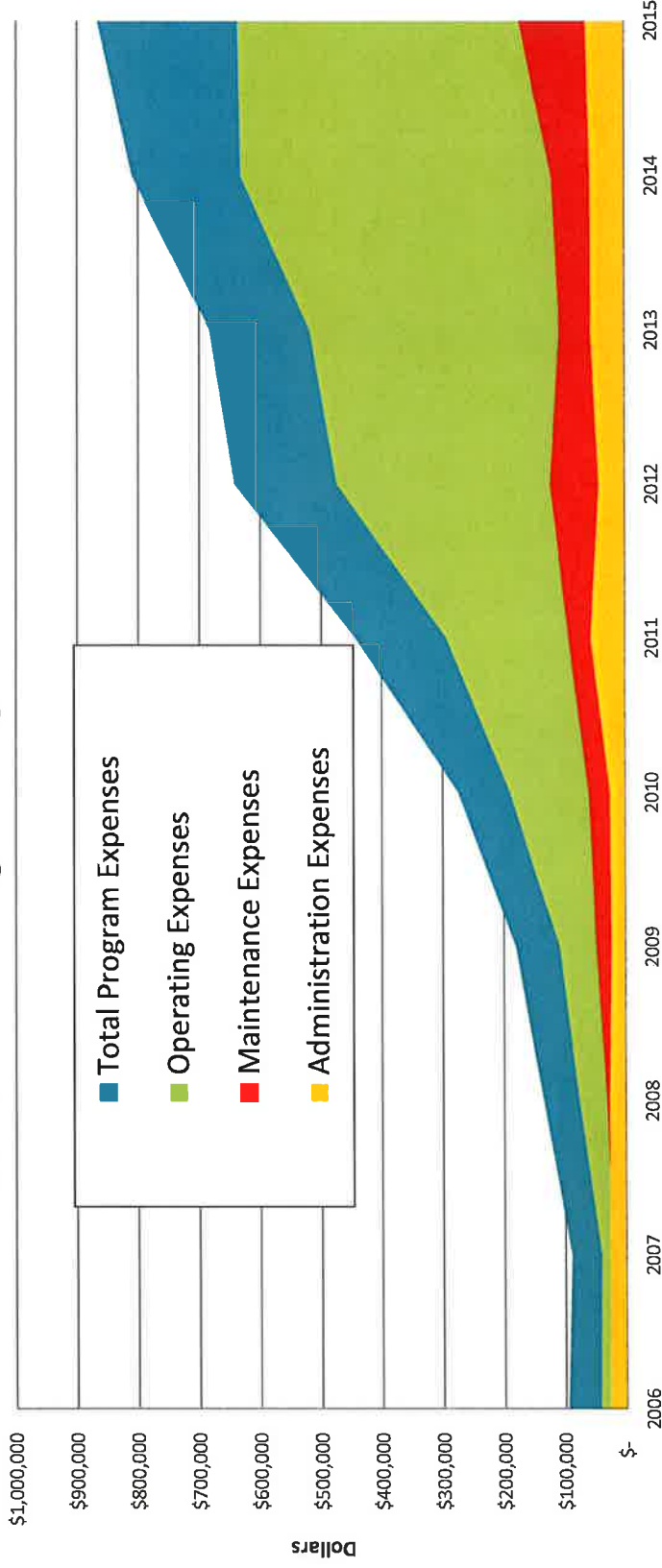




ADA Paratransit Program

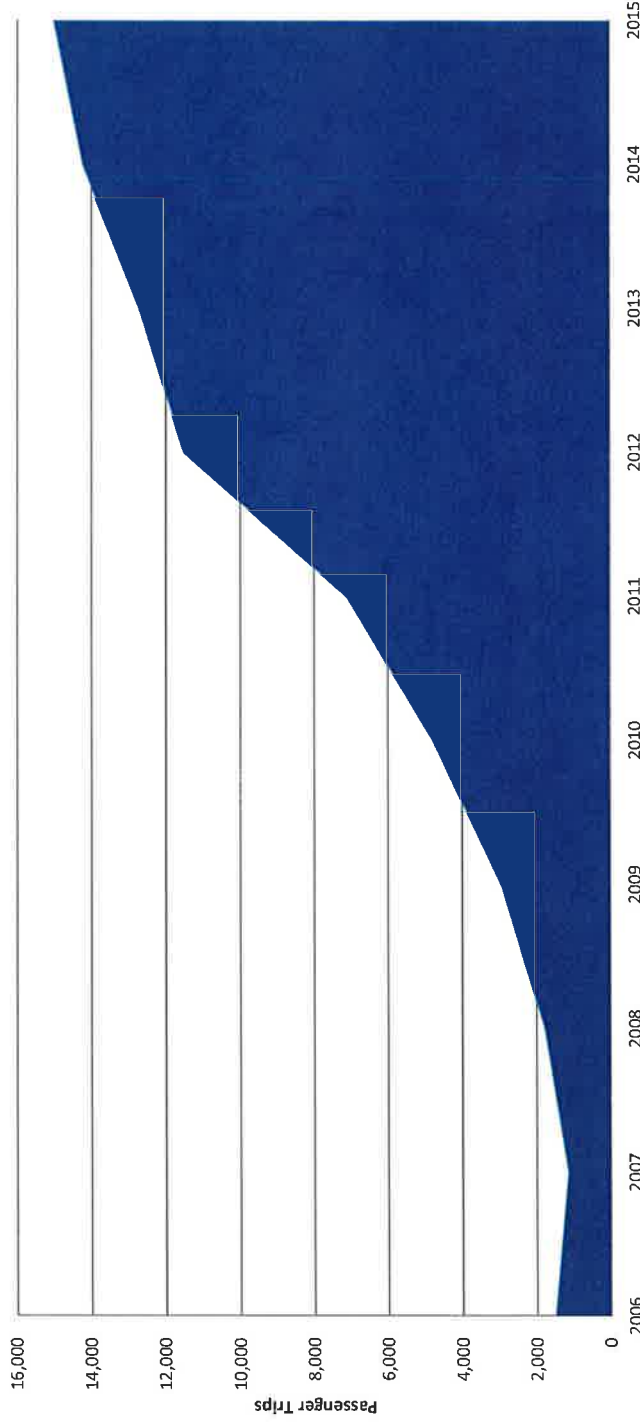
- COAST's ADA Program is provided for individuals with functional disabilities that prevent their being able to use the fixed-route bus system independently.
- Service is available on demand (w/24 hour notice) and can be provided curb-to-curb or door-to-door, based on the individuals' functional abilities and specific needs.
- The average annual growth rate of this program over the past seven years has been explosive.
- The ADA Program is the most complex and costly service COAST administers and delivers.

COAST ADA Program Expenses: FY06 - FY15



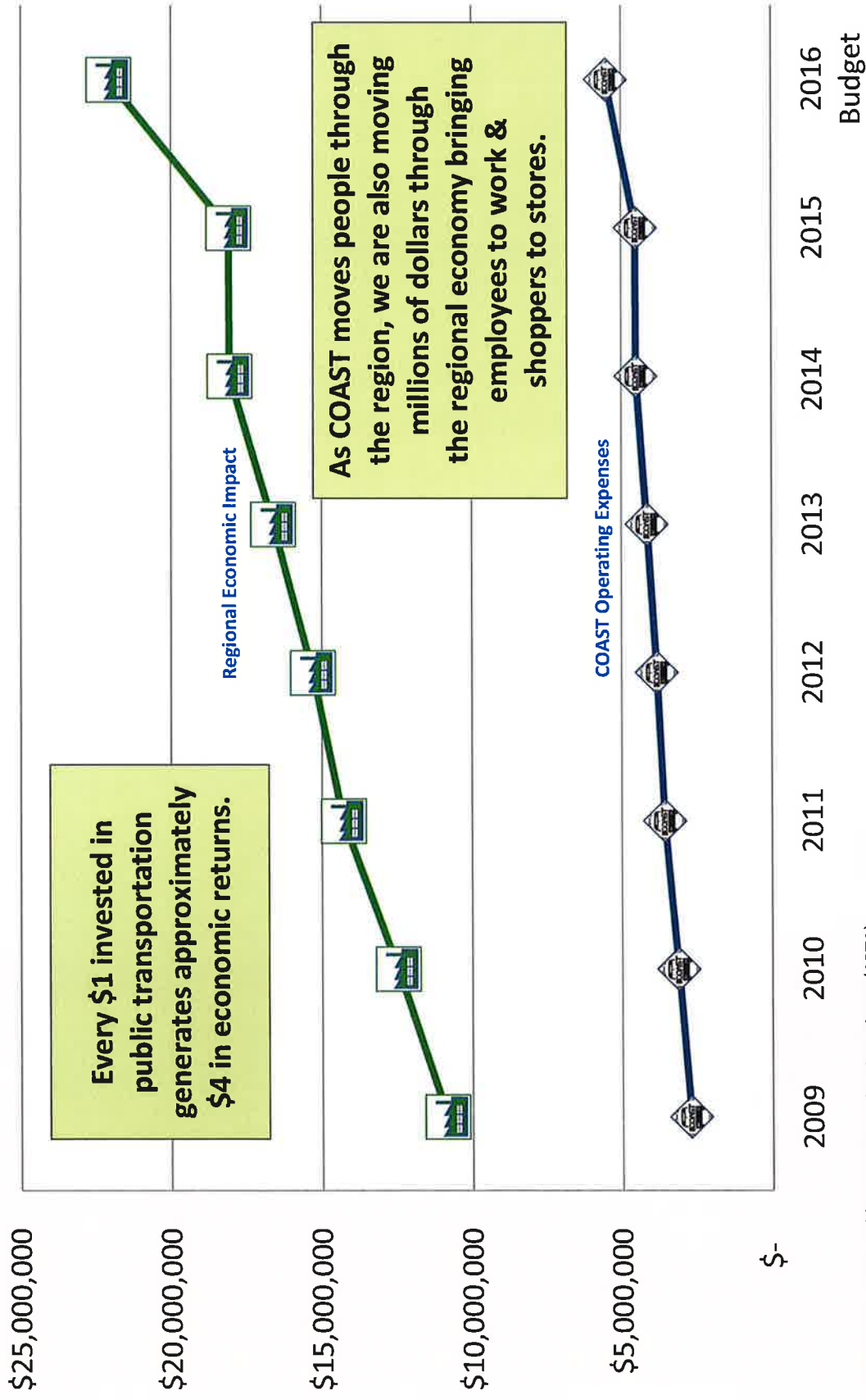
Measure	Fiscal Year										
	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	
Administration Expenses	\$ 27,219	\$ 26,828	\$ 26,878	\$ 23,276	\$ 25,186	\$ 56,760	\$ 43,187	\$ 56,215	\$ 57,118	\$ 64,105	
Operating Expenses	\$ 42,269	\$ 41,001	\$ 75,678	\$ 108,182	\$ 188,424	\$ 293,400	\$ 473,459	\$ 517,620	\$ 631,172	\$ 636,325	
Maintenance Expenses	\$ 25,750	\$ 21,336	\$ 31,808	\$ 48,611	\$ 60,123	\$ 92,635	\$ 123,666	\$ 107,773	\$ 121,082	\$ 173,667	
Total Program Expenses	\$ 95,237	\$ 89,165	\$ 134,364	\$ 180,068	\$ 273,732	\$ 442,795	\$ 640,312	\$ 681,608	\$ 809,372	\$ 867,007	
% Growth Rate (Total)	-0.2%	-6.4%	50.7%	34.0%	52.0%	61.8%	44.6%	6.4%	18.7%	7.1%	
Admn. Exp. as % of Total	28.6%	30.1%	20.0%	12.9%	9.2%	12.8%	6.7%	8.2%	7.1%	7.4%	

COAST ADA Program: Annual Passenger Trips FY06 - FY15



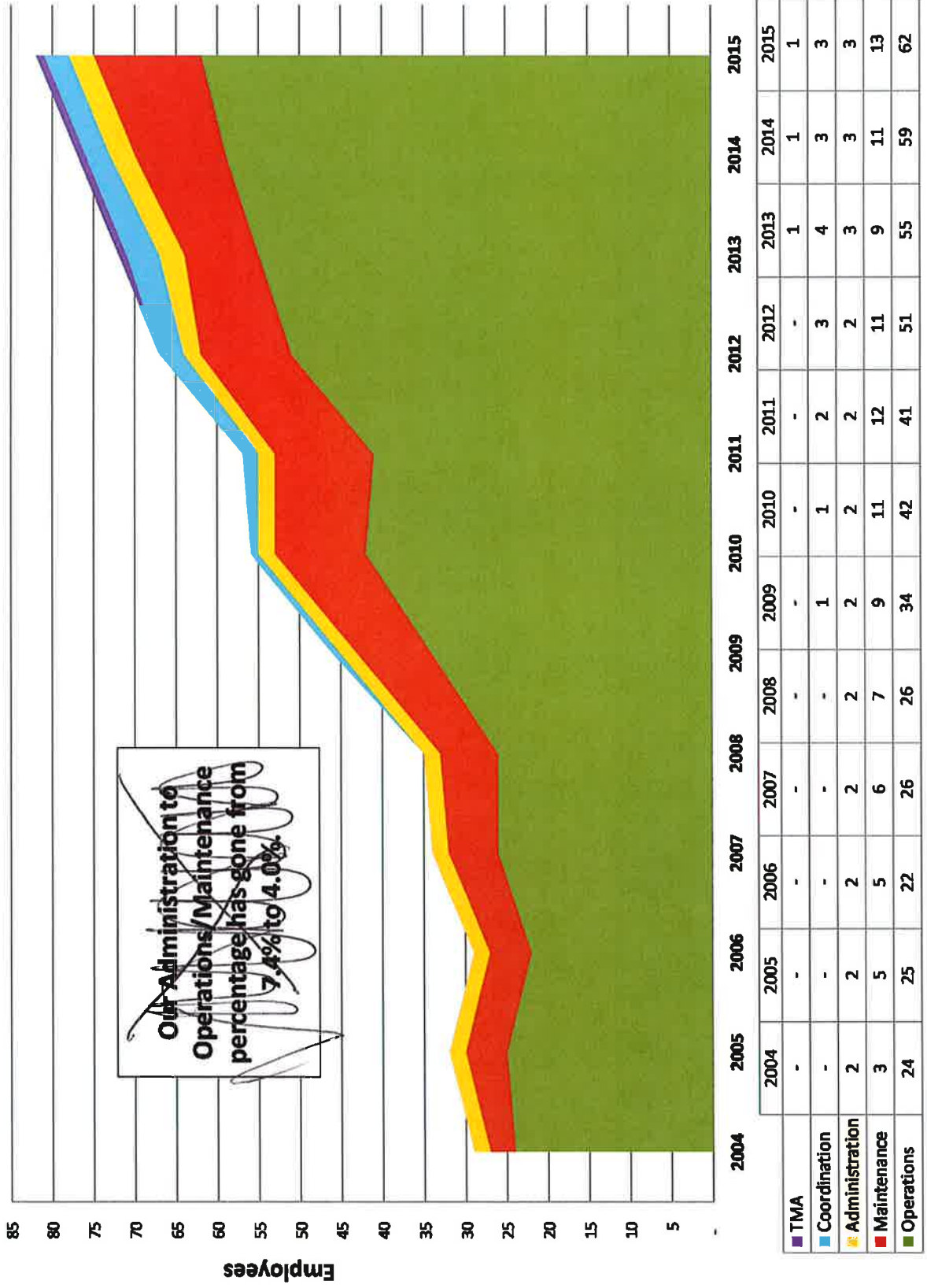
Measure	Fiscal Year									
	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Overall ADA Ridership	1,498	1,136	1,770	2,944	4,777	7,104	11,477	12,691	14,225	15,020
% Growth Rate	-6.3%	-24.2%	55.8%	66.3%	62.3%	48.7%	61.6%	10.6%	12.1%	5.6%

COAST: FY09-FY16 Regional Economic Impact Estimates



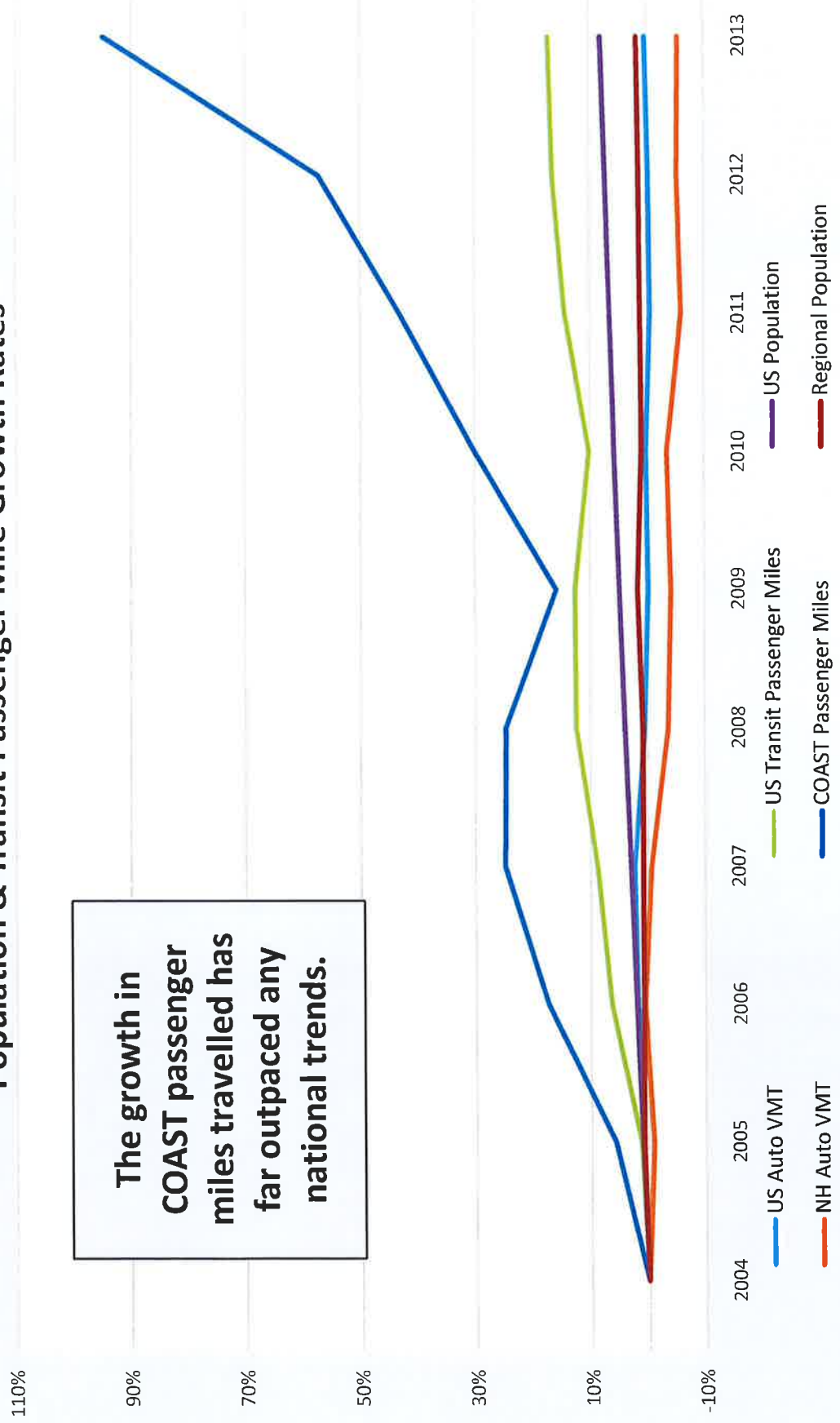
Source: American Public Transportation Association (APTA)

COAST's Expanded Role as a Regional Employer



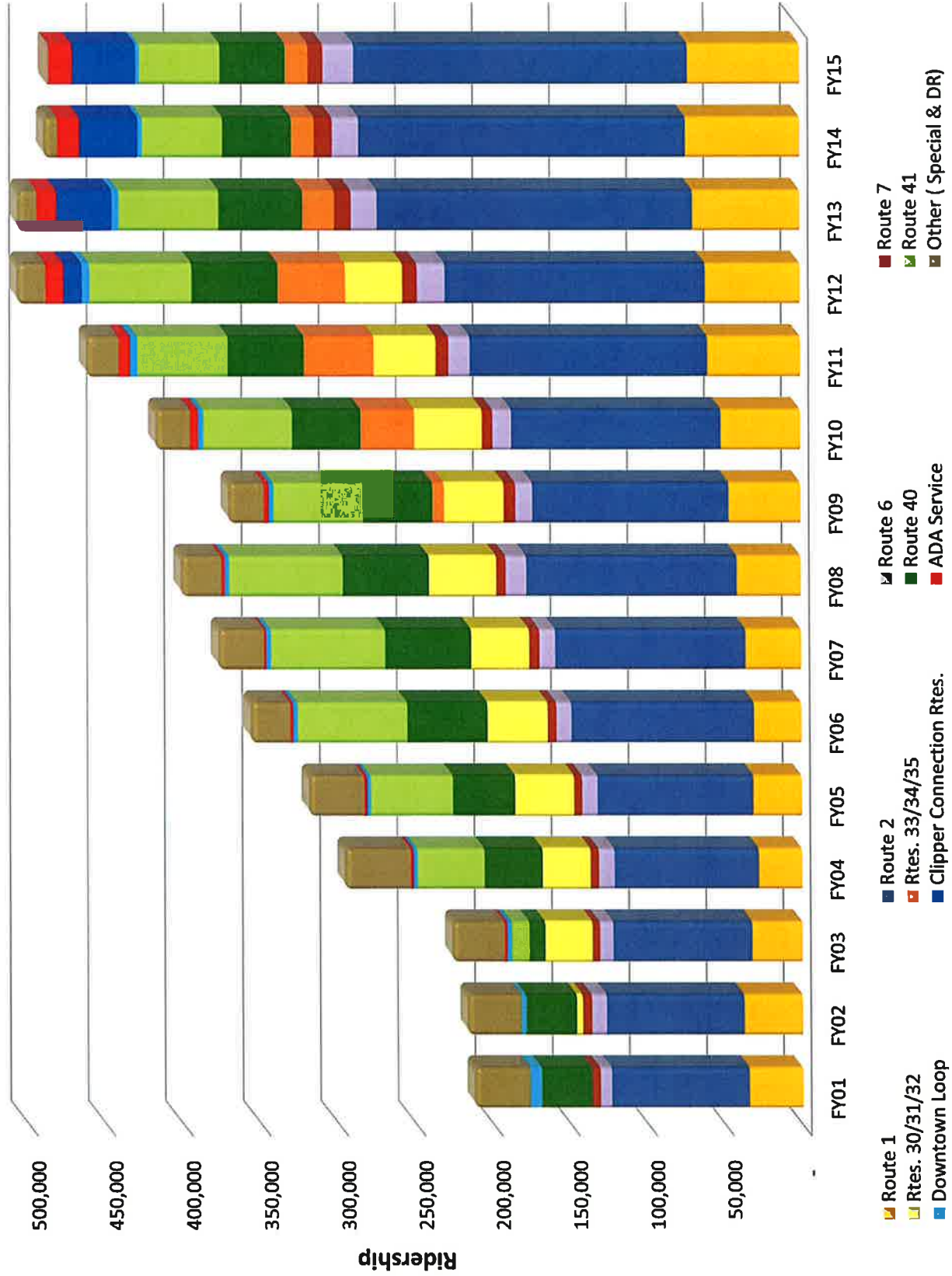
Vehicle Miles Travelled (VMT), Population & Transit Passenger Mile Growth Rates

The growth in COAST passenger miles travelled has far outpaced any national trends.



Sources: APTA, SRPC, NHOEP

COAST Ridership (by Service): FY01-FY15





Approved FY2016 Operating Budget

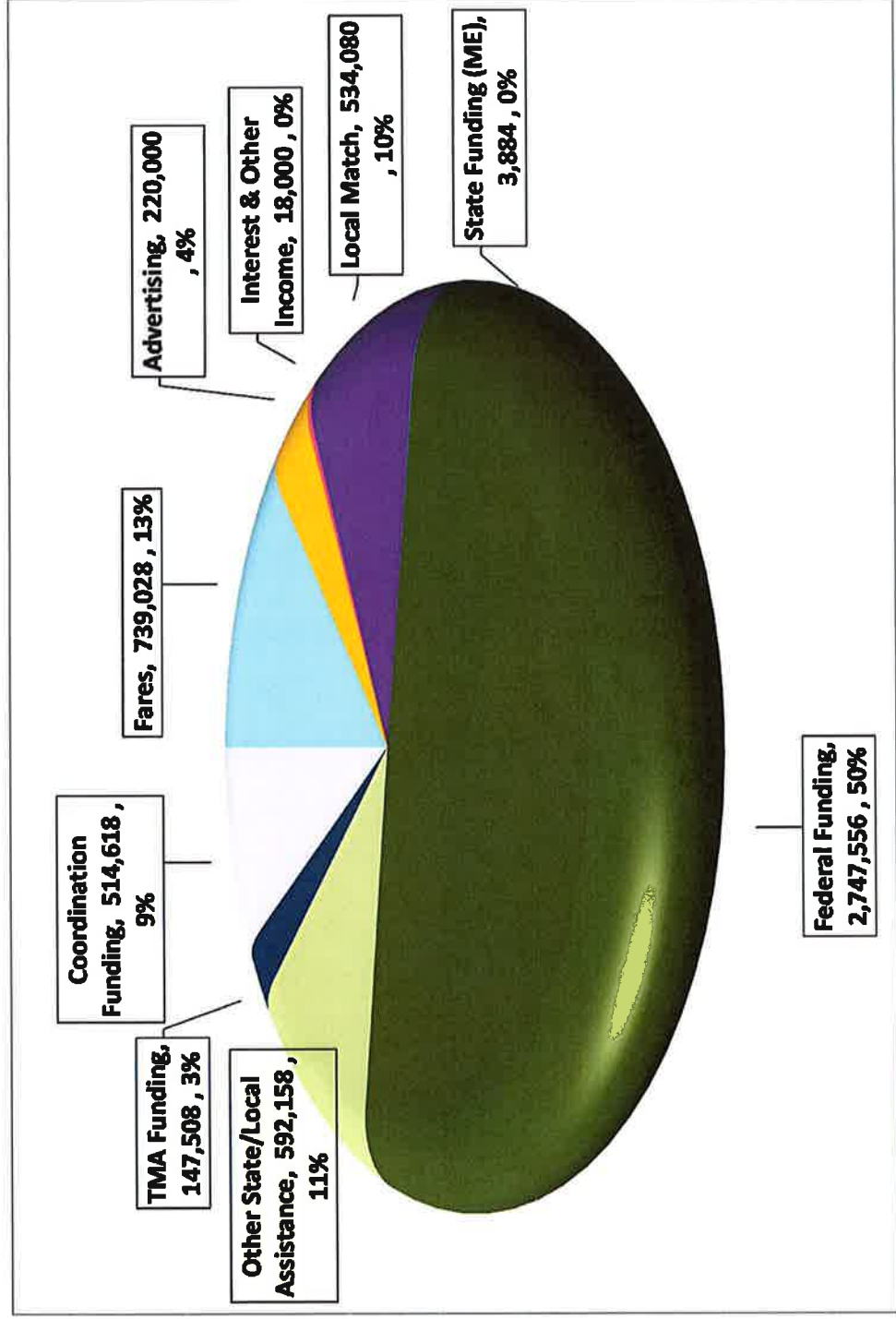
	2016 Budget	Approved 2015 Budget	\$ Difference	%
Revenues				
Fares	739,028	720,802	18,227	2.5%
Advertising	220,000	230,000	(10,000)	-4.3%
Interest & Other Income	18,000	24,000	(6,000)	-25.0%
Local Match	534,080	511,000	23,080	4.5%
State Funding (ME)	3,884	3,884	-	0.0%
Federal Funding	2,747,556	2,603,563	143,993	5.5%
Other State/Local Assistance	592,158	553,456	38,702	7.0%
Non Cash Contributions	-	-	-	0.0%
TMA Funding	147,508	127,724	19,784	15.5%
Coordination Funding	514,618	603,786	(89,168)	-14.8%
Total Revenues	5,516,832	5,378,214	138,618	2.6%
Expenses				
Wages	2,166,384	2,086,590	79,794	3.8%
Fringes	1,014,123	1,082,166	(68,043)	-6.3%
Contract Services	232,920	236,109	(3,190)	-1.4%
Materials & Supplies	902,658	913,388	(10,730)	-1.2%
Utilities	70,605	58,732	11,874	20.2%
Insurance	316,200	206,048	110,151	53.5%
Purchased Trans.	-	-	-	0.0%
Misc. Items	51,817	19,518	32,299	165.5%
Planning & Marketing	100,000	100,000	-	0.0%
TMA Activities	147,508	127,724	19,784	15.5%
Coordination	514,618	603,786	(89,168)	-14.8%
Contingency	-	-	-	-
Total Expenses	5,516,832	5,434,062	82,770	1.5%
Gain / Loss	(0)	(55,848)		



Cooperative Alliance for Seacoast Transportation

COAST FINANCES

Where operating funds come from...





Cooperative Alliance for Seacoast Transportation

Municipal Contributions

- The COAST municipal funding formula was established for the purpose of raising sufficient local funds to support the operation of the original core system (Routes 1, 2, 6, 7 & ADA).
- The formula provides the methodology for equitably determining how municipal contributions will be calculated and to leverage available federal dollars for the region.
- Since COAST's inception, as federal funding sources have fluctuated the formula has evolved. As Census data has changed attempts have been made to refine the formula to provide more equity.



Cooperative Alliance for Seacoast Transportation

- The current formula was approved by the COAST Board of Directors in early 2004 and equally weighs four factors to determine the percentage of the overall financial request made of each community.
- The total amount of municipal funding requested is determined only after considering and applying all other revenue sources against projected expenses.
- Funds raised through the municipal funding formula make up approximately **9.7%** of the FY2016 COAST Operating Budget.



Cooperative Alliance for Seacoast Transportation

Municipal Formula Factors

- Population within 1/2-mile of a COAST Route – considered a reasonable walking distance. Adjusted on latest available census data.
- Employment within 1/2-mile of a COAST Route – considered a reasonable walking distance. Updated on latest available NH Employment Services data.
- Weekly Service miles – the number of miles operated in a community on a weekly basis. Updated annually.
- Ridership – the total number of estimated annual passenger boardings by community. Updated annually.



2017 Municipal Funding Formula (Base & 10% ADA Growth)

(for the period 10/1/16 - 9/30/17)

Funding Formula

- For regional COAST bus service on Routes 1, 2, 6, 7 & ADA paratransit services for disabled individuals.
 - Based on Blended Averages of 1/2 Mile Population & Employment, Weekly Service Miles & Ridership.

	Population Within 0.5 Mile	Local % of Total Population	Employees Within 0.5 Mile	Local % of Total Employment	Weekly Service Miles (f)	Local % of Total Service Miles	Ridership (r)	Local % of Total Ridership	% Change FY16 - FY17	% Change FY16 - FY17
Berwick	1,837	2.8	900	1.8	133	1.6	3,076	0.9	-3.8%	-10.3%
Dover	18,285	28.2	8,733	17.2	2,481	29.7	121,558	36.7	-4.3%	-0.8%
Exeter	5,764	8.9	5,814	11.5	265	3.2	2,517	0.8	-13.7%	-28.4%
Greenland		0.0		0.0		0.0		0.0	-100.0%	-100.0%
Farmington	2,907	4.5	747	1.5	591	7.1	9,332	2.8	-4.1%	1.2%
Newington	35	0.1	4,243	8.4	407	4.9	29,656	9.0	-27.2%	1.2%
Newmarket	5,372	8.3	803	1.7	231	2.8	2,975	0.9	-47.1%	-4.9%
Portsmouth	8,169	12.6	16,022	31.6	682	8.2	40,021	12.1	-21.0%	-6.8%
Rochester	12,422	19.1	8,082	16.0	1,911	22.9	68,539	20.7	-3.4%	18.0%
Somersworth	9,236	14.2	4,364	8.6	1,400	16.8	52,475	15.8	-4.1%	-4.7%
Stratham	895	1.4	892	1.8	253	3.0	1,103	0.3	-44.2%	15.0%
	64,922		50,570		8,356		331,253		-13.3%	0.8%



Cooperative Alliance for Seacoast Transportation

2017 Municipal Requests

<u>Municipality</u>	<u>\$ Request</u>	<u>% of Total</u>
Berwick, ME	\$ 11,086	1.8%
Dover	\$ 167,654	27.8%
Exeter	\$ 36,130	6.0%
Farmington	\$ 24,000	4.0%
Newington	\$ 32,741	5.4%
Newmarket	\$ 20,630	3.4%
Portsmouth	\$ 99,210	16.4%
Rochester	\$ 118,955	19.7%
Somersworth	\$ 83,438	13.8%
Stratham	\$ 9,828	1.6%
TOTAL	\$ 603,672	



Cooperative Alliance for Seacoast Transportation

A Consistent, Adequate Level of Local Support Is Critical

- Allows COAST to offer affordable, safe, reliable, green, and convenient service
- Allows each municipality to pay its fair share
- Allows COAST to return federal dollars into the region
- Provides a measurable return of the taxpayer investment





Future Considerations in Rochester

- The opening of Phase I of the Granite Ridge development will serve to significantly increase ridership on COAST Route 6 between Rochester and Farmington.
- The design of Phase II of the Granite Ridge development, like Phase I, is incorporating first-rate facilities to make it easier to service the site with public transit.
- Would ultimately like to find a better way to service the Granite State Business Park for businesses and employees.



Measures to Offset Increased Need for Municipal Support

- Enabling the sale of advertising space on bus shelters in the region. Rochester was the first to enable this new revenue stream.
- Engage in becoming a non-emergency Medicaid transportation provider.
- Encourage and pursue new service partnerships.
- Municipalities may also want to relook^{at} their potential to use up to a \$5.00 per vehicle registration surcharge to help fund a portion or all of COAST's financial request.



Rochester City Council

Community Development Committee

MEETING MINUTES

Elaine Lauterborn, Chairperson
Donna Bogan, Vice Chairperson
Tom Abbott
Ray Barnett
A. Raymond Varney, Jr.

Meeting Date:	January 28, 2016
Action Item:	Lease of Factory Court
Motion & Second:	MOTION made by Vice-Chair Donna Bogan, SECOND by Ray Barnett. APPROVED unanimously by the committee

RECCOMENDATION FOR ACTION TO FULL COUNCIL:

- To DISCONTINUE the lease of Factory Court to Rochester Main Street.
- To assume the maintenance and care of Factory Court by the City of Rochester.
- To enter into a lease with Revolution Taproom for the 2016 outdoor dining season.
- To allow the relocation of the stage in Factory Court to Central Square, for the purpose of relocating the Brown Bag Concert Series.
- To authorize a SUPPLEMENTAL APPROPRIATION of up to \$9,000 in capital improvements to Central Square to make it handicapped accessible for the 2016 summer season.