

## SRPC Round 9 Congestion Mitigation and Air Quality Applications Project Descriptions

### *AVL-GPS Real Time Transit Information System*

UNH Seeks to increase ridership, reduce emissions, and improve passenger information dissemination through the implementation of Automated Vehicle Location technology in the current UNH bus fleet. This technology, which utilizes GPS similar to most consumer units on the market today, offers real time transit regarding the location and arrival time of the next bus. Passengers can utilize internet capable computers and cellular phones to access the real time information regardless of their location. Unlike systems with limited user information access, this system allows cell phone users full access to the information via text messaging, calling or streaming live over the internet. A system like this has proven benefits at similar institutions, such as Yale University, where a 20% increase in ridership has been observed since the implementation of their real time transit system. These systems increase ridership by eliminating the fear factor of “I missed the bus” and by providing transparency of service along with the inherent quality assumptions associated with this level of information and transparency. This technology will build on the investment already made by the University to incorporate GPS, electronic destination signs and digital stop announcements into the fleet since 2006. Through steady progress and significant financial commitment the University has enabled 12 buses with the foundation of this real time transit system.

### *Fleet Replacement*

UNH seeks to replace (3) diesel powered 2000 Blue Bird CSRE transit coaches currently exceeding end of life requirements with (3) El Dorado EZ-Rider II low floor transit buses powered by natural gas (pending manufacturer availability – biodiesel will be substituted as a last resort only). This rolling stock replacement will significantly reduce both emissions and operational costs. These buses will cost approximately \$440,000 each for a total of \$1,320,000. The University is committed to providing 25% local match thus requesting 75% or \$990,000, in CMAQ funding. The University has shown commitment through the years with 100% funding of operational costs for the transit system, whereas UNH does not receive state or federal operating of FTA Formula funds. CMAQ funding is a crucial component in the success of UNH in providing capital funding for the continuity of the operation. Without capital funding assistance it would not be feasible for the University to sustain a public transit system.

### *New Transit Service to Rochester via Rt.125*

UNH Wildcat Transit requests CMAQ funding to implement new public transit services in Strafford County between Rochester and Durham/UNH along the NH 125 corridor. The service will provide vital weekday commuter and general transit services between UNH and Rochester in the Strafford MPO. Service on the 36 mile round trip route will provide new public transportation options and connectivity for UNH faculty, staff, and students as well as general community, reduce private vehicle commute trips and congestion on NH 125. The proposed service connects the largest employer in the Strafford MPO with the largest city in the Strafford MPO using clean alternative fueled (CNG) buses.