NOTICE OF OPPORTUNITY FOR PUBLIC COMMENT/HEARING

The University System of New Hampshire (UNH), operator of Wildcat Transit and Campus Connector public transit systems based in Durham, gives notice that pursuant to 49 U.S.C. Section 5339 of intent to apply under the USDOT Federal Transit Administration SFY 2022 Bus and Bus Facilities Program funded through the FAST Act and administered by the NHDOT.

An opportunity is offered for a public hearing and/or comment on proposed use of approximately $3.5M of federal funds to be matched with approximately $560k of university funds for transit system enhancements to include design and installation of EV infrastructure, EV transit fleet procurement and replacement of CNG fueling infrastructure.

Persons desiring a hearing be held or wishing to provide comment on the University’s application scope should email to Stephen Pesci, UNH Facilities, spesci@unh.edu no later than 12:00 pm ET November 22, 2021. If sufficient public comment requesting hearing is received, a date will be scheduled and a notice of hearing will be published.

The Application:

The University of New Hampshire has operated the Durham-based Wildcat Transit and Campus Connector public transit systems connecting six seacoast communities for well over thirty years. Over the past two decades, UNH led the way demonstrating use of alternative fuel (CNG and B20 biodiesel) low emission vehicles in our Eco-Cat™ fleet. In SFY’20, the majority of our transit miles were CNG powered – a first for UNH and the result of years of CNG fleet and fueling station improvements.

This multi-decade commitment is reflected in the UNH Climate Action Plan (WildCap) to reduce its emissions a further 50% from current levels over the next decade. With our upcoming 2019 CMAQ bus acquisitions, we envision a long-term goal of retiring diesel vehicles from the fleet. *We write today with a bold proposal to begin that transition to electric power and enhancing our current workhorse CNG fleet reliability.*

UNH is requesting 5339 funding for two projects (3 elements in the DOT application)

**Fleet Electrification: $3.2M total ($2.8M federal)**

planning, design, engineering; charging infrastructure; bus maintenance facility enhancements and workforce development. Project will also include procurement of 2-3 full size transit e-buses as starting point for electric transit fleet transition

**CNG Fuel Station Equipment Replace $875k total ($700 federal)**

core CNG equipment replacement at the Durham fueling facility to enhance capacity and system reliability at this UNH-owned facility for the next 10 years
Our campus-based transit systems and unique landfill gas powered co-generation facility make us the ideal candidate for fleet electrification. If funded, this project would leverage UNH’s research capabilities and funds to tackle challenges regarding charging infrastructure, battery storage and V2L (vehicle to land) reverse-powering for campus resiliency - positioning New Hampshire as a leader in this field and offering a real-world case study.

UNH has pursued funding under the national FTA Lo-No emission program but the application process is challenging, and, we believe, carries unnecessary programmatic costs. We provide a unique opportunity to invest FTA 5339 state-apportioned funding into the building blocks of this fleet transformation. UNH will provide required local match.

UNH has successfully implemented over $20M of FHWA, FTA and DOE projects over the past two decades including introduction of our first CNG vehicles in 2001 and our first electric utility van in 2006. The attached summaries highlight the status of our successful AFV implementation which has enhanced mobility, reduced emissions and improved the quality of life in our community. These efforts reflect the strategic priorities and mission of our sustainable, land grant institution.

Fiscal Summary

<table>
<thead>
<tr>
<th>DOT Project #</th>
<th>Description</th>
<th>Estimated Scope $</th>
<th>Primary UNH Org</th>
<th>DOT Solicited Local Match Rate</th>
<th>UNH Match</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>fleet electrification planning - $75k design/engineering, RFB development (charging infrastructure, utility and fleet)</td>
<td>$75,000</td>
<td>UTS</td>
<td>20%</td>
<td>$15,000</td>
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<tr>
<td></td>
<td>power supply &amp; charging infrastructure - $500k acquisition and construction with grid-tie in for use by transit and non-transit UNH fleet</td>
<td>$500,000</td>
<td>Facilities</td>
<td>20%</td>
<td>$100,000</td>
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<tr>
<td></td>
<td>Maintenance facility enhancements - $65k upgrade of vehicle maintenance facility for EV</td>
<td>$85,000</td>
<td>Facilities</td>
<td>20%</td>
<td>$17,000</td>
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<tr>
<td></td>
<td>Workforce development/community outreach - $25k</td>
<td>$25,000</td>
<td>Facilities</td>
<td>20%</td>
<td>$5,000</td>
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<tr>
<td></td>
<td><strong>Subtotal NHDOT Project 1</strong></td>
<td><strong>$685,000</strong></td>
<td></td>
<td><strong>$137,000</strong></td>
<td></td>
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<tr>
<td>2</td>
<td>EV fleet - $2.5M acquisition of 3 full size transit vehicles or equivalent seat capacity in 2 vehicles</td>
<td>$2,500,000</td>
<td>UTS</td>
<td>10%</td>
<td>$250,000</td>
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<tr>
<td></td>
<td><strong>Subtotal NHDOT Project 2</strong></td>
<td><strong>$2,750,000</strong></td>
<td></td>
<td><strong>$250,000</strong></td>
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<td></td>
<td><strong>TOTAL EV Projects 1 and 2</strong></td>
<td><strong>$3,185,000</strong></td>
<td></td>
<td><strong>$387,000</strong></td>
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<tr>
<td>3</td>
<td>CNG Fuel Station Equipment - replace key equipment at end of useful life</td>
<td>$875,000</td>
<td>UTS</td>
<td>20%</td>
<td>$175,000</td>
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<tr>
<td></td>
<td><strong>TOTAL CNG Project 3</strong></td>
<td><strong>$875,000</strong></td>
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<td><strong>$175,000</strong></td>
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<td></td>
<td><strong>Total 5339 Application</strong></td>
<td><strong>$4,060,000</strong></td>
<td></td>
<td><strong>$562,000</strong></td>
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</table>
Fleet Electrification - $3.2M Transit Infrastructure Investment

The Opportunity: UNH has operated the Durham-based Wildcat Transit and Campus Connector public transit systems connecting six seacoast communities for well over forty years. The system is one of the largest public transit services in the state of New Hampshire carrying over 1.1M passengers in FY 20.

Over the past two decades, UNH led the way demonstrating use of alternative fuel (CNG and B20 biodiesel) low emission vehicles in our Eco-Cat™ fleet. In SFY’20, the majority of our transit miles were CNG powered – a first for UNH and the result of years of CNG fleet and fueling station improvements.

This proposal would enable the next green transition for the transit fleet - to electric power. Continuing the University’s energy and climate leadership tradition; produce long-term fiscal savings and offer further demonstration of our climate commitment of net carbon neutrality by 2050 as stated in our Climate Action Plan - WildCap.

The Investments: charging infrastructure, power supply, rolling stock and training

- Fleet electrification planning – $75k - technical assistance (charging infrastructure, utility and fleet)
- Power supply & charging infrastructure - $500k - acquisition and construction with grid-tie and battery storage for use by transit and non-transit UNH fleet/emergency system
- EV fleet - $2.5M – acquisition of 2-3 full size transit vehicles or equivalent seat capacity
- Maintenance facility enhancements - $85k - upgrade of vehicle maintenance facility for EV
- Workforce development/community outreach - $25k – mechanic training/community education

Benefits of Wildcat Transit Electrification:

- Evolution - next generation of Eco-Cat™ transit fleet transitioning off of biodiesel and, eventually CNG
- Efficiency - electrification will provide lower per mile operating costs and overnight fueling
- Resiliency - V2L (vehicle to land) reverse powering for emergency power supply to buildings
- Climate Leadership - continue on our successful 20 year deployment of alternative fleet fuels which started in 1999 with the introduction of CNG followed by year round B20 biodiesel in 2008.

Cost Estimate, Engineering and Model Status:
2021 cost estimate is based on design and engineering in 2022-23 and construction in 2023-2024

UNH Energy Infrastructure Leadership:
The University of New Hampshire is a direct Federal Transit Administration (FTA) grantee and has the capacity and institutionalized management systems to effectively and immediately manage any federal funds which might be invested in these projects. Our Transportation Services, Energy Office and Project Management teams have a 25-year track record of successful management of projects funded through state and federal grants. Matching funds for this project will be programmed in UNH capital budgets.
CNG Fuel Station Equipment Replace - $875,000 Transit Infrastructure Investment

The Opportunity: UNH has operated compressed natural gas (CNG) fueling facilities on its Durham campus since 2001. UNH Transit (Wildcat Transit and Campus Connector) fleets have operated a mixed fleet of B20 and CNG vehicles since the early 2000s. In FY 2020, the UNH transit fleet CNG utilization exceeded that of B20 for the first time and UNH continues to expand its CNG transit fleet with new procurements. UNH has consumed over 500,000 gallon equivalents of CNG representing an estimated fuel savings of over $522,000 and emissions savings of over 2,150 tons of CO2 as well as equally significant reductions of NOx. CNG has played a significant part in the overall UNH emissions reduction strategy and a key element of our Climate Action Plan - WildCap.

The current CNG fueling facility was last expanded in 2008-2010, with the expansion of fuel storage and dispensing capacity and introduction of enhanced compression and processing equipment. More recent enhancement included the addition of backup power generation for resiliency. As it approaches ten years of active and increasing use, the compression and drying equipment is nearing the end of its useful life.

Over the past two decades, UNH led the way demonstrating use of alternative fuel (CNG and B20 biodiesel) low emission vehicles in our Eco-Cat™ fleet. Transit uses over 95% of CNG fuel at UNH. The total CNG fleet on campus is now 23 vehicles – with the bulk of CNG fuel consumed by the 14 transit vehicles.

The Investment:
- **CNG station core equipment replacement – $875,000** - UNH proposes to replace its ten+ year old main compressor units; associated drier, dispensing assemblies and core to enhance reliability, reduce maintenance costs and stabilize the fueling station for the next decade of use. The cost estimate is based on equipment purchase, engineering, site installation and permitting at the existing station site.

Benefits to be provided by Wildcat Transit:
- **Efficiency** - Long-term, this will accelerate the retirement of higher emission, higher operating cost diesel and B20 biodiesel vehicles from the fleet
- **Reliability** – replacement of key components will improve CNG fueling reliability and enhance reliability of the UNH CNG fleet and reduce CNG service costs and delays.

Cost Estimate:
2021 cost estimate is and assumes standard installation and engineering costs with construction in early SFY 2023.

UNH Energy Infrastructure Leadership:
The University of New Hampshire is a direct Federal Transit Administration (FTA) grantee and has the capacity and institutionalized management systems to effectively and immediately manage any federal funds which might be invested in these projects. Our Transportation Services, Energy Office and Project Management teams have a 25-year track record of successful management of projects funded through state and federal grants. Matching funds for this project will be programmed in UNH capital budgets.

For more information, please contact William P. Janelle, Associate Vice President of Facilities 603-862-2650  Nov 8, 2021