Updates:

a) **Rochester Service:** - 15 months remain in current grant subsidized service. It is likely that service reduction to AM and PM commute hours only service will be recommended.

b) **Real-Time Transit (AVL/GPS):** Popularity of the real time transit system continues to grow with more than 4.8 million hits in only 16 months. UTS is working to expand the network of bus stop signs and potentially additional real-time displays on campus where feasible. UTS will also use much of the back-end data in the upcoming route productivity analysis.

c) **Parking Pay & Display:** After some minor startup challenges all is going well. UTS reports that lot utilization has increased with the new Pay and Display systems.

d) **The Lodges Development:** The developer and UNH have completed final adjustments to the connecting walk/bike recreation trail which is now complete from the site to campus. Transit service is operating well on the new connector road from West Edge lot to NH 155A.

e) **Wildcat Transit Fleet:** Wildcat Transit has retired the last of the high floor transit buses (Bluebirds) with four new heavy duty low floor transit. UTS is aggressively seeking funding from a variety of sources for the next round of fleet replacement which includes 4 small buses and 2 large buses with a projected total cost of $1.45 million.

f) **CNG station improvement:** NHDES/NHDOT are retiring their CNG fuel station in Concord as the state fleet shifts to use of a private CNG station. The state has donated their extra storage and compression equipment to UNH which is in the process of taking receipt and installing. This will increase storage capacity to 600 gas gallon equivalents on hand and nearly double our compression rate helping to recover pressure in a timelier manner. UNH will complete the modifications to the station in the next 60 days with total CNG consumption in excess of 70,000 GGE projected this year – up 100% in the past five years and representing over 55% of our transit fleet fuel (the balance being B20 biodiesel)

Transportation Partners:

a) **ZipCar:** Our 3rd ZipCar was put in service on Garrison Ave in front of the Paul School this Sept. We’ve seen an increase in ZipCar use and membership growth with this new high visibility spot.

b) **Amtrak Downeaster:** Past several months have seen major track rehabilitation work and resulting delays. That work is now 95% complete and service is returning to normal.

Campus transportation System improvements/repairs:

a) **Conant Courtyard:** The courtyard project is complete – along with installation of the final series of ArtBike racks completed by COLA sculptural art students. Landscaping is complete. In the spring, UNH will install additional seating and tables in the center of the courtyard.

b) **South Drive Stairway to FP North lot:** A staircase has been installed leading from South Drive (across from DeMeritt Circle), up to Forest Park North lot.

c) **Academic Way (north side) sidewalk:** Sidewalk from Quad Way to Mill Rd with new crosswalk of Mill Road has been installed

d) **ArtBike Racks Project:** Installation of COLA funded, student-designed sculpture/racks at 4 campus locations. Previous installs include Spider (Morse Circle), Helix (PCAC) and Freedom (Library Way @ College) and now ‘Reingitgarion’ (Conant Courtyard)

e) **Rail Platform enhancement:** Increased train use this semester has necessitated the need to make minor enhancements to expand platform capacity. Look for improvements this winter
Grant Project Updates:

a) Bus Livability Project Status (all grants to be completed by January 2015)
   i) Main Street West Bus Pullouts & pathways: The new stop is now in service as an on-call stop for all Campus Connector buses.
   ii) Transit Center North Canopy - Reuse Study: Study is 80% completed. A set of final design alternatives is being developed for short and long-term improvements to station and platform capacity. Next meeting will feature graphics. Outcome of this work will be used in future grant applications.
   iii) Morse Circle Bike Pod – cement pads are installed and the new BikeArc covered racks are expected in the next few weeks...delays on install due to rack mfg. Backorder of racks.

b) UNH was not successful in a recent Ladders of Opportunity Grant (5309) but we continue to look for funding assistance with the following prioritized needs:
   (1) Wildcat Transit Fleet Replacement ($1.45M) – Phase VI (noted above)
   (2) South Drive Transitway – ($2.3M) final design and construction of roadway elements (only) currently at 30% design with most permits completed.
   (3) CNG station Backup Power ($190k) provide standby power generator at the CNG station to allow for vehicle refueling during power outages and natural disasters
   (4) Real-Time Transit Display ($70-100k) addition of six LED transit information signs at key campus bus stops and stop/shelter enhancements
   (5) Wildcat Transit Fleet Replacement ($4.1M) – Phase VII - fleet replacement needs through July 2018 - to include replacement of 8 full size transit buses with heavy duty low floor CNG transit vehicles

Web/Tech update:

a) Web Page: UTS is presently working in collaboration with University Communications & Marketing and UNH IT to re-craft the entire UTS website. The revised site will conform with cross-campus design standards, as well as cross-purpose with other Business Affairs web sites for a better student/customer web experience for our services.

Durham/UNH general transportation issues:

a) Mast Road Rename – A reminder that Mast Road (from Field House to North Drive only) is scheduled to be renamed on July 1, 2015. Final name options are now in discussion with UNH leadership, the Thompson School and the Durham-UNH Fire Department. In addition, the currently unnamed way between the greenhouses and Putnam Hall will receive a name and will also become the home for the new Advanced Veterinary Diagnostics Lab in spring 2015.

b) Downtown Roundabout – The Town and the University are moving forward with plans to complete final design and traffic modeling of the Quad/Pettee/Main junction in calendar year 2015. The UNH-Durham traffic model will also be upgraded to accommodate afternoon traffic impact analysis. The Town and University will position this project for potential summer 2016 construction if traffic analyses show positive feedback.

c) Main/Garrison intersection – The UNH Traffic Safety has recommended that this intersection receive a signal warrant analysis as a first step to consideration of signalization. This effort - expected to be about $5,000 would require as yet uncommitted University funding.