APPLICATION/PROJECT PROGRAMMING REQUEST

SCCRTC 2025 Consolidated Grants Program (2026 RTIP)

A. PROJECT INFORMATION

Applicant/Implementing Agency	**Public Agency Sponsor *(if different)***
Regents of the University of California, Santa Cruz	

Contact Name	**Phone**	**E-mail Address**
Georgina Arias	(415) 656-8059	gemarias@ucsc.edu

Project Title

Electric Bus #3 Purchase for Campus Transit ZEV Transition

Agency Priority Number *(e.g. 1 of 3)*	1 of 2

Description and Scope of Work *(attach extra pages to fully describe scope)*

The University of California, Santa Cruz (UCSC), Transportation and Parking Services (TAPS) Electric Bus #3 Purchase for Campus Transit ZEV Transition Project will replace one of its oldest program vehicles, specifically a 1993 Gillig Phantom model, with a new battery-electric transit vehicle (2025 Gillig 35-foot Battery Electric Low Floor Plus). Purchasing one new 35-foot battery-electric transit bus costs approximately $1,500,000. The bus will be the third bus in the campus transit transition to an all-ZEV fleet.

Location, Limits, Length (*attach map(s)/photos separately)*

UCSC campus, Santa Cruz, CA: A bus will serve the UCSC campus transit routes. The photo and map are attached separately.

Roadway Functional Classification *(see Caltrans map link)*:	Select If Applicable

Summary of Project Benefits, Purpose and Need

This grant request provides funding to purchase the third new EV bus to transition the UCSC Campus Transit program to battery electricity. The program is fully funded by a Student Transit Fee.

The main project benefit is that this new EV bus will be the third purchased in the transitional modernization of the campus transit infrastructure for the campus community. It will improve reliable access to education, employment, recreation, and on-campus housing without needing cars. It will also reduce greenhouse gas emissions and enhance safety for vulnerable road users on congested roadways.

This transition of the Campus Transit System is needed to modernize the campus transit program, which relies on older diesel buses due to limited funding from the UCSC Student Transit Fee. This fleet transition is required by state and federal mandates and UC Sustainability Practices to reduce overall greenhouse gases, improve transit systems, and provide reliable and clean transit options to the campus and broader community.

Funds requested	$1,328,000	**Total Project Cost**	$1,500,000	**Estimated # of Daily Users**	568

Are you able/willing to receive federal funds?	Yes	

Was project previously programmed for funds by RTC?	No	**RTIP ID**	

Project Cost by Mode (list approximate percentage of total project costs)

Mode	% of Total Cost
Pavement Preservation (rehab, overlay, etc.)	
Road-Auto serving (not rehab)	
Bicycle	
Pedestrian	
Transit	100%
Transportation System Management (TSM)	
Transportation Demand Management (TDM)	
Other: *Include description*	
Total	**100%**

B. PROJECT BENEFITS/ EVALUATION CRITERIA

Information in this section will be used to evaluate projects. The RTC is required to consider how well projects advance regional, state and federal goals, policies, performance metrics and targets, including how projects will contribute towards implementation of the long-range transportation plan (Regional Transportation Plan) and other state and federal regulations including the California Complete Streets Act of 2008, SB375, the Federal FAST Act.

See Attachment 2 of the call for projects for examples of type of information to demonstrate benefits.

Project Title:	Electric Bus #3 Purchase for Campus Transit ZEV Transition
Generally, what are the benefits of this project?	
Preserving and modernizing the campus transit system ensures equitable access to an environmentally friendly, zero-emission transit service to a designated low-income community and a diverse campus population. This benefits public health, enhances system performance and reliability, and contributes to climate change mitigation and resilience. This grant would allow UCSC Campus Transit to purchase the third new EV bus in its overall transition of its transit fleet and lower the overall student financial burden since a Student Transit Fee fully funds the campus transit program. UCSC operates a campus transit system with transit buses that circulate throughout campus, to encourage fewer drive-alone commutes, reduce vehicle congestion both on campus and in the surrounding community, and reduce greenhouse gas (GHG) emissions. The campus transit program operates weekdays from 7:00 a.m. to 12:00 a.m. with service every 15 minutes. The transit program carries approximately 7,000 riders daily, circulating throughout campus on four routes: Loop, Upper Campus, Westside Connector, and Night Core. The program operates with 20 transit buses regularly, 35’ in length, averaging about 11,400 annual miles each. An additional 7 cutaway buses are reserved for other transit services requiring smaller vehicles. All the current transit buses are internal combustion engines (ICE); many vehicles are 20+ years old, long past their lifespan, and need replacement.	
How does this project address any of the following criteria?	*Projects are not expected to address all of these; if not applicable or not a primary purpose, write “N/A”.*

1	**Access for All**	The UCSC Campus Transit ZEV Transition project aims to improve access for the campus community of 22,000 daily users by offering a zero-emission transit system funded solely by a Student Transit Fee. The fare-free service connects individuals to educational, employment, recreational, and on-campus housing destinations across campus. With this funding, UCSC will purchase its third electric bus, a 2025 Gillig Low Floor Plus model designed for easy access for individuals with limited mobility. Featuring a low floor, similar to curb height, for smooth entry and a manual wheelchair ramp, the bus ensures ADA-compliant securement and enhances accessibility for all passengers. The new electric bus offers a quieter, more comfortable ride while improving the pedestrian environment around stops. The absence of a combustion engine leads to a smoother and more comfortable ride, free from the rattling and jarring often associated with diesel buses and older vehicles. The transition to EV buses is expected to enhance transit access by providing smoother, quieter, and cleaner rides than diesel buses. This improvement may encourage existing passengers to ride more often and attract new riders interested in sustainable options. The new bus also offers real-time route updates and a bike rack for multi-modal travel, improving the overall travel experience. Increased reliability and lower operational costs also allow UCSC to enhance service frequency or expand coverage, further enhancing access for all.
2	**Collisions and Safety**	N/A

3	**System Preservation & Infrastructure Condition**	This project enables UCSC Campus Transit to purchase its third EV Bus and transition the entire fossil-fueled Campus Transit Program to zero-emission vehicles in compliance with California state and federal mandates. This transition modernizes and preserves the Campus Transit Service program, which provides over 1.1 million trips annually, and addresses the urgent need to replace an aging fleet. UCSC TAPS operates 27 used vehicles, most of which are over 15 years old, significantly exceeding their useful life according to Federal Transportation Administration (FTA) guidelines. The current fleet includes 20 older diesel and diesel-hybrid buses, along with seven cutaway buses that are also approaching the end of their lifespan. Phase 1 of the EV charging infrastructure is slated for completion in February 2026, coinciding with the arrival of the first two EV buses representing 7% of the fleet as ZEVs. The addition of a third bus will increase this to 11%. This external funding will help speed up the transition and address infrastructure needs while reducing cost burdens for the campus community. The bus vendor, Gillig, provides comprehensive warranties and maintenance strategies. Their bus comes with a basic warranty of 12 months or 50,000 miles, covering key components like powertrains, battery packs, wheelchair ramps, and HVAC systems. To enhance service longevity, Gillig and UCSC employ scheduled maintenance, smaller rebuilds, and preventive inspections, utilizing Computerized Maintenance Management Systems. EVs generally have lower long-term maintenance needs due to their simpler designs, which means fewer parts that can wear out or need maintenance.

4	**System Performance**	The purchase of this third EV bus will replace a 1993 Gillig Phantom bus, enhancing the UCSC Campus Transit Program's transition to an all-battery electric fleet and improving system performance, overall efficiencies, and reliability. UCSC's aging Internal Combustion Engine (ICE) vehicles, many over 15 years old, need replacement. EV buses help reduce GHG emissions, creating a better experience for passengers and the surrounding communities. By investing in electrified transit, UCSC can decrease reliance on individual car trips, reduce demand for parking spaces, and free up urban land. EV buses produce no tailpipe emissions, significantly improving air quality, especially near schools vulnerable to pollutants. In addition, UCSC participates in the University of California Clean Power Program. Through this initiative, UCSC receives 100% renewable electricity, ensuring every vehicle powered on campus will have carbon-free emissions. In terms of performance, EV buses offer greater energy efficiency -consuming less energy overall- and require less maintenance due to fewer moving parts. This translates to cost savings for transit agencies. By reducing GHG emissions, EV buses contribute to mitigating climate change. Replacing diesel buses with EV buses can significantly lower the carbon footprint of campus and the surrounding region. For example, EVs can use smart charging, taking advantage of lower off-peak electricity rates. Additionally, features like regenerative braking enhance efficiency by recovering energy during stops and reducing brake wear. The Campus Transit Program travels 251,200 miles annually. Switching from diesel to ZEVs will save approximately 60,848 gallons of diesel fuel every year (using the EPA Greenhouse Gas Equivalencies Calculator), resulting in a reduction of 500 metric tons of CO2 emissions and a significant decrease in the fine particulate matter (PM2.5) linked to health risks.

5	**Public Health**	Electric buses can significantly improve public health by reducing air and noise pollution, particularly in high-traffic areas or among vulnerable populations. Electric buses eliminate tailpipe emissions containing harmful pollutants like particulate matter (PM2.5), nitrogen dioxide (NO2), and ozone. These pollutants can worsen respiratory illnesses like asthma and contribute to cardiovascular issues. Electric buses enhance air quality and reduce exposure to harmful pollutants, reducing respiratory illnesses and healthcare costs. Moreover, electric buses contribute to lowering GHG emissions, which helps mitigate climate change. The transition to electric buses supports a broader shift towards sustainable transportation systems. Less air pollution can encourage walking and biking, promoting physical activity and overall well-being. Public transportation, including electric buses, can also help reduce social isolation and improve mental health outcomes, particularly for older adults. In addition to improving air quality, electric buses are significantly quieter than their diesel counterparts, helping to reduce noise pollution in urban areas. Quieter buses create a more peaceful and livable environment for residents and commuters.

6	**Benefits to Equity Priority Communities**	The project will benefit over 22,000 individuals on the UCSC campus, including more than 9,000 residential students and 300 residential employees. This census tract (1004) is classified as a federal Area of Persistent Poverty, with 35% of enrolled undergraduate students qualifying for federal Pell Grants, indicating federal low-income status. It is also considered a low-income community in the California Climate Investments Priority Populations Map. The full transit transition to zero emissions and purchasing this third bus will provide the campus community, particularly lower-income students, with reliable, clean, and modern transportation services to access housing, education, recreation, and employment. As mentioned, the campus transit program is fully funded through a Student Transit Fee, so any external funding to support this fleet transition lessens the financial burden on lower-income students. This Project will directly and immediately reduce transportation-related air pollution and GHG emissions and directly address the negative environmental impacts of transportation on disadvantaged communities by reducing exposure to elevated levels of air, water, and noise pollution.
7	**Climate Change and Resiliency**	N/A
8a	**Funding-** Overall Funding Plan: If RTC approves the requested funds, will the project be fully funded? If not, how much additional funding is needed, and what is the likelihood of securing those funds? Please provide a realistic assessment of the project's overall funding security.	UCSC Student Transit Fees will cover any remaining costs for the bus purchase. Since 1972, students have consistently supported a Student Transit Fee (currently $174 per quarter), which funds the Campus Transit Program and allows for fare-free rides on the Santa Cruz Metro regional transit service. UCSC students recently strongly supported a new Student Transit Fee measure and showed significant interest in acquiring new state-of-the-art electric buses. The Campus Transit Program has already allocated approximately $5 million from the Student Transit Fee funds to kick off the transition's first phase. This phase includes ordering the first two electric buses and designing and constructing the electrical infrastructure upgrades necessary to charge these new buses. Funding from the RTC grant will facilitate the transition to an all-electric fleet, allowing for the purchase of an additional bus.

8b	Committed Funding: What other funding has been secured for the project?	Since UCSC Student Transit Fees fund the Campus Transit Program in its entirety, UCSC is actively seeking external funding to support the overall fleet ZEV transit transition initiative and reduce the financial burden on this low-income student population. UCSC has also secured $100,000 to purchase this third bus through the 2024 MBARD Motor Vehicle Emission Reduction grant. Furthermore, TAPS has applied for additional funding through the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) and the Volkswagen (VW) Environmental Mitigation Trust, pending the availability of those funds.
8c	Leveraging: Will the funds you are requesting from RTC be used to leverage other grants? If so, please identify those grants and the potential funding amounts. If RTC funding is not approved, will any of this other funding be at risk of being lost?	UCSC TAPS has already secured $100,000 from the 2024 MBARD AB2766 grant to purchase this third EV bus. If RTC funding is not approved, the other funding will not be at risk of being lost. UCSC TAPS applied and was not funded for the 2025 Federal DOT BUILD funds to purchase 14 additional EV buses and construct the Phase 2 electric vehicle charging infrastructure needs. UCSC TAPS intends to resubmit in FY2026. Student Transit Fees have been used to purchase the first two EV buses and construct the first phase of EV transit charging infrastructure. Showing local support for the early phase of this transition could be leveraged to seek FY2026 BUILD funding, which the campus intends to submit.
8d	Eligibility for Other Grants: Is this project eligible for any other competitive grants? If so, what other grants are reasonably available for this project, and what is the status of those applications?	UCSC intends to reapply for the DOT FY 2026 BUILD (Better Utilizing Investments to Leverage Development) grant program to fully fund the transition of the entire fleet to battery-electric buses and to build the Phase 2 charging infrastructure needs totaling $24M.
8e	Funding for Cost Increases: How will potential cost increases be funded? What potential funding sources are available to cover unanticipated cost increases?	The proposed cost is based on a quote from the vendor, Gillig, from September 2024. The UCSC Student Transit Fee will cover potential cost increases. Please note the attached quote reflects an order for two buses. UCSC is using the itemized cost for one bus as our basis for the purchase cost.
8f	Partial Funding: If the RTC approves partial funding or the project costs increase, can the project be scaled to match available funds?	If the SCCRTC approves partial funding, Student Transit Fees will cover the difference for this bus purchase. Partial funding will further delay TAPS's ability to complete the conversion to an all-electric fleet until more funding is available for additional buses. SCCRTC funding will enable the campus to acquire additional electric vehicles more quickly, facilitating the transition to ZEVs.

9	**Project Readiness and Potential Delivery Risks-**	
9a	Schedule: How quickly can the project be implemented to provide benefits to the community? Are there any potential risks that could impact the project schedule?	Once the project is awarded and the agreement documents are complete, TAPS must request an updated quote from the vendor. We expect to initiate this request in April 2026. UCSC Procurement may issue a purchase order (PO) within 60 days to six months, depending on whether a Request for Proposal (RFP) needs to be completed. The production lead time is 18 months from the receipt of the PO. Production time includes testing and delivery. After delivery, UCSC Fleet may require an additional month to prepare the vehicle for service. In total, the process from the initial quote to placing the new vehicle into service can take two to two and a half years, with the vehicle expected to become operational in June 2028.
9b	Deliverability: Describe why your agency is capable of delivering this project. (sufficient staff, project management, performance in past)	UCSC has extensive experience managing over $5.8 billion in state and federal funds and supporting various programs across all academic, research, and operational units. The university has the technical, legal, and financial capabilities to implement this project effectively. UCSC has a proven track record of successfully executing state and federally funded transportation projects from ATP, FHWA, CMAQ STP, and FTA 5310 funds for multiple infrastructure projects, including bike paths, disability vans, intersection improvements, and enhancements to transit stops. All these projects were completed on time and within budget. With the support of UCSC leadership, several campus departments—including TAPS, Fleet, and Procurement—are collaborating on this project. TAPS will be responsible for project management and procurement of the new bus. Additionally, the TAPS and Fleet teams will manage operations and maintenance using in-house resources or competitively bid contractual services.
9c	Environmental: Describe any potential environmental issues, mitigations, risks associated	N/A

9d	Mitigating Risks: What efforts will be undertaken to minimize risks to project implementation.	**N/A**
9e	Other: Describe any other potential risks and plans to mitigate risks.	N/A
10	**Consistency with Complete Streets** guidelines and policies: Describe how is project consistent with guidelines and integrates complete streets	N/A

11a	**Public engagement**: Was this project identified as a priority by the community? How was it determined to be a priority? How have residents in the project area been involved in the decision-making or project information process to date?	To sustain a comprehensive transit program, UCSC students have implemented a Student Transit Fee each year since 1972. This fee provides fare-free access to regional bus services in the county and supports the operations of the campus transit system. In Spring 2019, UCSC students overwhelmingly approved Measure 73—a self-imposed Student Transit Fee that funds the UCSC Campus Transit Program. The Measure includes the objective "to build a reserve capacity, which may be used to support the replacement of the aging bus fleet, including the transition to electric vehicles and development of infrastructure to support those vehicles." This project is a top priority for the campus community. In 2022-23, UCSC contracted with the Center for Transportation and the Environment (CTE) Bus Fleet Transition Study to conduct a complete assessment of the future operational needs of buses. It was determined that 16 new, 35-foot electric buses would meet current and future demand. The UCSC Advisory Committee on Campus Transportation and Parking (ACCTAP) reviews policies, plans, capital improvement projects, and existing and proposed transportation, parking, and circulation programs and services at UCSC. The committee guides annual updates to the 5-Year Transit Plan and any associated fee proposals needed to support those plans. ACCTAP meets quarterly, and the committee includes two undergraduate students and one graduate student to represent their respective populations, as well as members from university leadership and staff. UCSC holds annual Town Hall meetings for all students to discuss TAPS operations, address transit-related inquiries, and provide updates on the Student Transit Fee funding commitments, including the progress of fleet electrification.

11b	Outreach: Describe how the public and stakeholders were/will be engaged in the development and implementation of the project (e.g. intended outreach methods, activities, pop-up planning events; planning activities at community events; community workshops; design charrettes; online and social media, etc.)	UCSC TAPS conducts an annual transportation survey open to all campus affiliates to assess mode split and modal choices and provide feedback on all UCSC TAPS services and programs. Many comments reflect the need and desire for new, state-of-the-art buses and more buses. The following are relevant comments from the Annual Transportation Survey related to the Campus Transit Program: “I'd like to see the campus loop buses to become the main transportation service on campus. They should also be replaced by sustainable buses.” “Add more buses” “More buses might help students get around campus” “Fix the busses.” “Electric campus shuttles!!” “We need more electric buses on campus.” “Insufficient Bus Service, outdated buses” “Please replace more buses faster” “More buses please!”

11c	Diverse Participation: How will you ensure participation from diverse and historically underrepresented members of the public in project planning? What specific outreach to low-income, BIPOC (Black, Indigenous, and People of Color), etc., residents about this project has already been conducted or is planned?	UCSC received the Clean Mobility Options Community Transportation Needs Assessment grant from the California Air Resources Board to explore the commuting patterns of underserved students and employees. The project included participation from various groups such as Campus Advocacy, Educational Opportunity Programs (EOP), and Hispanic-Serving Institution Services. The assessment revealed insights into transportation preferences and barriers to using alternatives besides driving cars. It also facilitated the creation of a contact list for individuals interested in providing feedback on new TAPS initiatives, like fleet electrification. UCSC is known for its diverse demographics, including a wide range of ages, academic levels, cultural identities, and economic backgrounds. Approximately 34% of undergraduate students are first-generation college students, with the 2024–2025 entering class comprising 49% women, 45% men, and 6% identifying as other/non-binary. The student body includes significant representation from multiple ethnic groups reflecting California's diversity. During the 2024–2025 academic year, UCSC's on-campus student population reached 19,938, with 32% coming from underrepresented groups, including African American/Black, American Indian/Alaskan Native, and Hispanic/Latino students. As a Hispanic-Serving Institution (HSI), UCSC serves a student body of over 26% Latinx. Additionally, UCSC's workforce of 8,962 employees is also diverse. Over the past decade, the diversity of staff and faculty has increased by more than 10%.
12a	**RTP Consistency**: If project is included in the approved 2045 or draft 2050 Regional Transportation Plan (RTP) Project List, provide RTP Project Number/title	UC-P22 Alternative Fuel/Electric Shuttle Vehicles UC-P23 Transit Vehicles (ongoing) UC-P76 UCSC Campus Transit EV Bus Charging and Parking Yard UC-P74 UCSC Transit Service

12b	**Consistency with other plans**. What other plans is this project listed in, if any?	The UCSC Long Range Development Plan incorporates a comprehensive transportation strategy that electrifies the campus transit program. This initiative reduces vehicle miles traveled (VMT) on campus and lowers local and regional GHG emissions. UCSC TAPS has been planning to transition its entire diesel-fueled Campus Transit Program to a zero-emission fleet to comply with mandates from the State of California and the University of California. These mandates require all public transit agencies to transition to 100% zero-emission fleets by 2040. Additionally, the University of California's Sustainable Practices Policy (SPP) states that all new heavy-duty vehicles acquired or operated after January 1, 2045, must be zero-emission. This policy supports campus initiatives aimed at decarbonizing and electrifying the campus and its fleet, as outlined in the 2023 UCSC Decarbonization and Electrification Pre-Design Report.
13	**Scale of Benefits** - How many users are expected to use the facility, service or program? What is the source of this estimate?	The UCSC Transit Service on campus serves the daily population of over 22,000 individuals on the UCSC campus. However, this bus will likely serve 568 riders per day based on past transit ridership for the Loop Service.

C1. CAPITAL PROJECTS - SCHEDULE, COST AND FUNDING SUMMARY		
Non-infrastructure projects/programs/plans - see NI tabs		
Project Title:	Electric Bus #3 Purchase for Campus Transit ZEV Transition	
Project Schedule/Milestone *(For TRANSIT vehicles- modify milestones accordingly or use Uniform Transit Application)*	Anticipated Date	Notes on schedule (flexibility, worst-case schedule)
Public hearing and RTC approval of projects	11/06/25	Date as noted in the 2025 Consolidated Call for Projects Memo
Agreement documents are executed	03/31/26	Estimate of a 5 month duration, due to holidays
Project cost estimate update with a new quote	04/30/26	Estimate of 1 month to receive an updated quote from the vendor
Procurement process to issue PO	11/01/26	Estiate of up to 6 months if an RFP is required
EV order lead time	05/01/28	Estimate of 18 months lead time from issuance of PO to delivery
New electric buses are placed in service	06/01/28	Estimate of 1 month for UCSC Fleet to prepare the new vehicle for service
Vendor invoice received and paid	07/01/28	Per PO, 30 days
Project close out with RTC	09/30/28	Estimate of 3 months, will verify against agreement terms

Project Cost Summary/Funding Information									
Total Project Cost ($1,000s) - AUTO FILLS (do not enter numbers here)									
Component	Prior	25-26	26-27	27-28	28-29	29-30	30-31	Total	
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	100	0	1,400	0	0	0	1,500	
TOTAL	0	100	0	1,400	0	0	0	1,500	

Fund No. 1:	NEW FUNDS REQUESTED FROM RTC							*SCCRTC to consider proposals at its November 6, 2025 meeting*
Fiscal Year								
Component	Prior	25-26	26-27	27-28	28-29	29-30	30-31	Total	Are there certain fund sources (e.g. federal, STIP) your
E&P (PA&ED)								0	
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	No
R/W								0	
CON				1,328				1,328	
TOTAL	0	0	0	1,328	0	0	0	1,328	

Fund No. 2:	Local Match - MBARD							Funding status	
Fiscal Year								Are these funds secured?	Yes
Component	Prior	25-26	26-27	27-28	28-29	29-30	30-31	Total	
E&P (PA&ED)								0	If no, when will you know if funds are secured?
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	What risks are there to these funds, if any?
R/W								0	
CON		100						100	2/13/27 (extension possible)
TOTAL	0	100	0	0	0	0	0	100	

Fund No. 3:	Local Match - UCSC							Funding status	
	Fiscal Year							Are these funds secured?	Yes
Component	Prior	25-26	26-27	27-28	28-29	29-30	30-31	Total		
E&P (PA&ED)								0	If no, when will you know if funds are secured?	
PS&E								0		
R/W SUP (CT)								0		
CON SUP (CT)								0	What risks are there to these funds, if any?	No, student transit fee funds are secure
R/W								0		
CON				72				72		
TOTAL	0	0	0	72	0	0	0	72		

E. CERTIFICATION AND ASSURANCES

As authorized representative for my agency, I hereby certify that the information contained in this application, including required attachments, is accurate and hereby certify the following:

Project:	Electric Bus #3 Purchase for Campus Transit ZEV Transition	INITIALS
1	The project implementing agency possesses legal authority to nominate projects and to finance, acquire, construct, and/or implement the proposed project;	DS ER
2	This project is among the highest priorities for this agency;	DS ER
3	The proposed transportation investments have received the full review and vetting required by law;	DS ER
4	Such investments are an appropriate use of taxpayer dollars. The agency shall adhere to principles and policies that ensure government oversight and management of the contracting process to ensure taxpayer funds are spent wisely; contracts are not wasteful, inefficient, or subject to misuse; unnecessary no-bid and cost-plus contracts are avoided; and contracts are awarded according to the best interests of California taxpayers;	DS ER
5	The agency will maintain and operate the property acquired, developed, rehabilitated, or restored for the life of the resultant facility(ies) or activity. I understand that with the approval of the California Department of Transportation, the Administering Agency or its successors in interest in the property may transfer the responsibility to maintain and operate the property;	DS ER
6	If these new funds are used to replace funds previously committed to this project, the agency will maintain its effort with regard to redirecting those funds to similar transportation projects;	DS ER
7	The agency will give RTC and California Department of Transportation's representative access to and the right to examine all records, books, papers, or documents related to the project;	DS ER
8	Work on the project shall commence within a reasonable time after receipt of notification that funds have been approved, allocated or obligated, as applicable, and that the project will be carried to completion with reasonable diligence;	DS ER

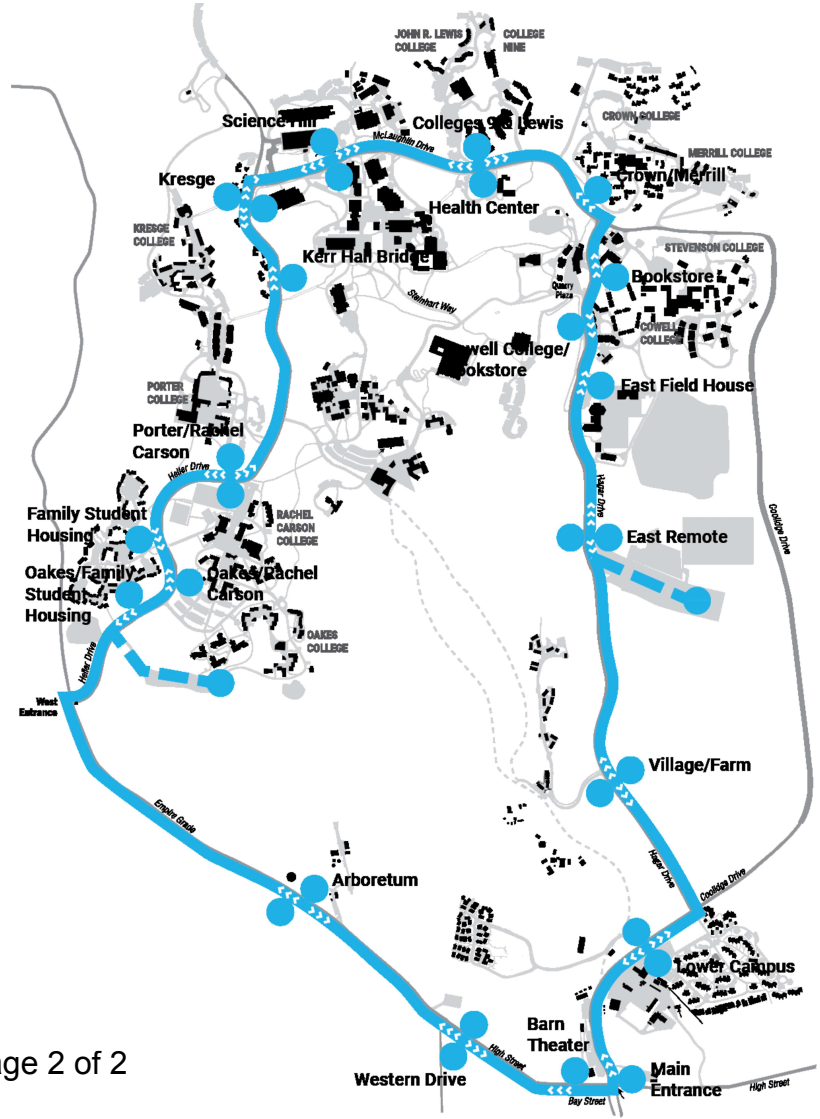
9	The agency will comply where applicable with provisions of the California Environmental Quality Act, the National Environmental Policy Act, the Americans with Disabilities Act, the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation, and any other federal, state, and/or local laws, rules and/or regulations;	DS ER
10	The agency shall comply with all reporting requirements outlined by FHWA, FTA, RTC, Caltrans, the California Transportation Commission (CTC) or state statute, as applicable;	DS ER
11	The agency will commit the funds necessary to ensure this project is fully funded.	DS ER

Electric Bus #3 Purchase for Campus Transit ZEV Transition

Photo and Map

2025 Gillig 35-foot Battery Electric Low Floor Plus

UC SANTA CRUZ



Campus Transit Service.
5-mile loop

GILLIG

September 24, 2024

Mr. Dan Henderson
Executive Director
Transportation & Parking Services(TAPS)
UC Santa Cruz
1156 High Street
Santa Cruz, CA 95064

RE: PRICE QUOTE FOR TWO (2) 35' BATTERY ELECTRIC LOW FLOOR+ BUSES

Dear Mr. Henderson,

Thank you for your interest in purchasing two (2) 35' Battery Electric Low Floor+ Buses using the State of Washington RFP#2020 06719-01Contract.

Attached you will find the Price Variance that would pertain to your next order. GILLIG is pleased to quote the following:

TWO (2) 35'X102" BATTERY ELECTRIC LOW FLOOR+ BUS $1,381,190.00 EA

These prices are valid for 30 days. Prices exclude registration and license fees but does include CA Sales Tax (8.75% adjusted to 5.3125%). The production of your buses can be scheduled within 18 months from receipt of purchase order. To maintain this production schedule, we will require a firm purchase order within 30 days.

We thank you for this opportunity and appreciate your interest in GILLIG and our products. We certainly look forward to working with the University of California Santa Cruz TAPS and building a long-term partnership. Should you have any questions, please do not hesitate to contact me.

Sincerely,

Sean Solis

Sean Solis
Regional Sales Manager

cc: William F. Fay, Jr.
Javier Hernandez, Jr.

Implementing Agency Representative:

Signed DocuSigned by: 136627775BE6485... **Date** 9/11/2025

Printed (Name and Title) Edward Reiskin, Vice Chancellor Finance, Operations and Administration

Implementing Agency Regents of the University of California, Santa Cruz

Project Sponsor – if different

Signed _____ **Date** _____

Printed (Name and Title) Enter Name/Title

Sponsor Agency Enter Sponsoring Agency Name

C2. ENGINEERS ESTIMATE

Replace with categories/format appropriate to your project. Shown below are examples only.

Project:	**Electric Bus #3 Purchase for Campus Transit ZEV Transition**				
Item No.	**Engineer's Estimate**				
1	**Environmental Studies and Permits**				**$0**
2	**Plans, Specifications, and Estimate**				**$0**
	Right of Way				
3	Right of Way Acquisition				$0
4	Right of Way Support				$0
5	Utility Relocation (exclude if included in construction)				$0
	TOTAL RIGHT OF WAY COMPONENT COST				**$0**
	Construction (Update items to match actual items for project)				
	Item Description	**Quantity**	**Units**	**Unit Cost**	**Total**
6	Purchase of New EV Bus	1	1	$1,381,190.00	$1,381,190
		SUBTOTAL CONSTRUCTION ITEMS			**$1,381,190**
		CONTINGENCY		**0.0%**	**$0**
				TOTAL CONSTRUCTION COST	**$1,381,190**
				Escalation Rate Used: 7.92%	$118,810
Total Cost					**$ 1,500,000.00**