# 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 |
|---|---|---|
| Phil Boutelle | (831) 226-9046 | pboutell@ucsc.edu |

**Project Title**

Lower Campus High-Speed Public EV Chargers

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

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

The University of California, Santa Cruz (UCSC) proposes to install six single-port DC fast chargers (DCFC) in Parking Lot 118, a well-utilized lot located on Main Residential Campus, at the southern base of campus. The site is accessible to the public and serves a consistent flow of campus traffic, including visitors, students, staff, and faculty. The location was selected for its accessibility to the broader public, safety, existing infrastructure, and suitability for electrical upgrades. Chargers will be available 24/7 and open to all EV drivers. These chargers can also support UCSC Fleet EV charging needs.

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

Project location is on the UCSC Main Residential Campus, at the southern base in Parking Lot 118, adjacent to the Granary building. Please see attached Project Location Map.

| **Roadway Functional Classification** *(see Caltrans map link )*: | Select If Applicable |
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**Summary of Project Benefits, Purpose and Need**

The purpose of this grant request is to design and install the first six DCFC on the UCSC Main Residential Campus that would be publicly available to all of students, staff, faculty, and visitors, as well as to the general Santa Cruz community. UCSC does not currently have any DCFC on campus to serve public or Fleet needs.

The need is great for additional EV chargers: 39% of regular EV Drivers at UCSC have shared that they frequently find the current Level 2 charger full when they arrive on campus. In addition, according to calculations utilizing the federal Department of Energy's NREL and EERE website, the region is anticipating to have a staggering 28% of vehicles within the community be EVs on the road by 2030. DCFC will allow faster and more frequent charging opportunities for more users and will also allow local residential EV drivers closer access to DCFC. While these chargers will be prioritized for public access, they will also have the ability to support overnight charging for the University's Fleet as needed as well.

The main project benefit is to further support and encourage the use of zero emission, electric vehicles for personal commute and fleet needs to reduce overall greenhouse gases and other pollutants and provide more equitable access to public charging facilities.

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| **Funds requested** | $1,243,800 | **Total Project Cost** | $1,404,948 | **Estimated # of Daily Users** | 25 |
| **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** | |
| **Transportation System Management** (TSM) | |
| **Transportation Demand Management** (TDM) | |
| **Other:** *Electric Vehicle Charging* | 100% |
| **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:** | | Lower Campus High-Speed Public EV Chargers |
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| **Generally, what are the benefits of this project?** | | |
| The project benefits the entire UCSC community of students, staff, faculty and visitors, to encourage more electric vehicle use for commutes or visiting travel knowing that conveniently accessible and reliable DCFC are available for public use. No other DCFC are currently available in this upper Westside community area and would be readily available to local residents as well. Many local residents are renters and do not have easy access to fast chargers.<br><br>UCSC has seen the electrical output (MWh) of its existing public EV charging stations increase 395% between 2018 to 2024. In addition, many surveyed EV users state that the existing chargers are full when they attempt to use them which supports the fact that additional chargers are needed on campus. Lastly, these chargers also support further transition of UC Fleet vehicles to electric vehicles by having more fast chargers available for use. | | |
| **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** | UCSC is a key community and regional destination providing access to education, employment, recreation, and on-campus housing. These would be the first public DCFC installed on campus to be available for the entire campus of residential and commuting students and staff, visitors and the local upper Westside Santa Cruz community to use. The addition of these chargers will encourage further use of zero emission electric vehicles by the entire campus community and local residents and ensure equitable access to new, high speed DCFC to a designated low income community and to a diverse campus population and especially for those who may not have access to EV charging at their homes. These chargers will provide reliable charging access for those coming to UCSC for educational facilities, job opportunities, recreational areas, and on-campus housing. |
| 2 | **Collisions and Safety** | N/A |

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| 3 | **System Preservation & Infrastructure Condition** | N/A |
| 4 | **System Performance** | Installation of these chargers will assist UCSC in achieving its fossil free goal of at least a 90% reduction in GHG emissions by 2045. Through installation of these DCFC, UCSC intends to be a leader in this transition and a catalyst for greater EV adoption and increased EV owner satisfaction from existing users on campus and in the local community.<br><br>To further encourage individuals who choose to drive a car to drive an electric vehicle, reliable, efficient, and affordable EV charging must be available. UCSC conducts an annual EV Users survey and other sustainability outreach efforts and has learned that further EV adoption is constrained by the perception of where drivers have access to charge their car. Reliable DCFC on campus will allow even commuting students and staff the comfort in knowing they will have access to fast charging even when it is not available at their home.<br><br>Such Infrastructure must be in place to advance the transition as fast as possible. Through calculations using the federal Department of Energy NREL and EERE website, the region is anticipated to have a staggering 28% of vehicles within the community be EVs by 2030.<br><br>In addition, UCSC participates in the University of California Clean Power Program. Through this initiative, UCSC receives 100% renewable electricity. Therefore, every vehicle powered at these stations will have carbon free emissions. For every car transitioning to an EV, the climate sees a savings of 4.3 MTCO2e every year. EPA's GHG calculator. Additional benefits include reductions in toxic pollutants such as carbon monoxide (CO), nitrogen oxides (NOx), unburned hydrocarbons (HC), and particulate matter (soot).<br><br>Using the ChooseEV ClearResult calculator, the average vehicle in our region will save approximately $2,288 in gasoline expenditures a year. Due to savings in fuel and maintenance (largely due to far fewer moving parts, fewer fluids and simpler electronics) |
| 5 | **Public Health** | While this project does not directly target public health issues, the reduction of air pollutants and GHGs from the use of fossil fueled vehicles improves the overall air quality for all in the region. |

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| 6 | **Benefits to Equity Priority Communities** | This project will provide modern, fast charging to a large community that does not currently have immediate access to DCFC where they attend classes, work or live. It will also directly reduce transportation-related air pollution and GHGs and directly address the negative environmental transportation impacts on disadvantaged communities by reducing exposure to elevated levels of air, water, and noise pollution. The project will be accessible by the daily campus population of 22,000 individuals, 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 34% of enrolled undergraduate students qualifying for federal Pell Grants, federal financial support given to students who display exceptional financial need, and is also considered a low-income community in the California Climate Investments Priority Populations Map.<br><br>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 that is over 26% Latinx. (UCSC IRAPS)<br><br>More individuals will be encouraged to transition to electric, zero emission vehicles. The entire campus community, and lower income students and staff in particular, will have equal access to reliable and clean charging services at their campus housing, education, recreation and employment destination.<br><br>UCSC Transportation also regularly updates its listing of electric vehicle incentives and grants from various public agencies. Incentives, along with reliable access to fast charging, can further encourage the use of and transition to electric vehicles. |
| 7 | **Climate Change and Resiliency** | N/A |

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| 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 is seeking external funding from various sources to lower the overall projected cost of the project of $1.4M to make it as affordable as possible. UCSC Decarbonization and Electrification funding can assume any remaining project cost. UCSC has applied for $200,000 in MBARD funding and the contractor has applied for $330,000 in CalEVIP funding. All funding decisions will be known by December 2025. |
| 8b | Committed Funding: What other funding has been secured for the project? | UCSC is able to commit Decarbonization and Electrification funding towards this project. Other grant funding will be known by December, 2025. |
| 8c | Leveraging: Will the funds you are requesting from | N/A |
| 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? | While not secured as of yet, both MBARD and CalEVIP Fast Charge California Project project proposals have also been submitted. |
| 8e | Funding for Cost Increases: How will potential cost increases be funded? What potential funding | UCSC Decarbonization and Electrification funding would cover cost increases. |
| 8f | Partial Funding: If the RTC approves partial funding or the project costs increase, can the project be scaled to match available funds? | The project could potentially be scaled to match available funds. However, the costs for the required new electrical service and overall planning and design do not scale proportionally to the port quantity. Given those relatively fixed costs and the intended use case, it would be most cost effective to maintain the current project scope at six DCFC ports. |
| 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? | Early design has already started and a Utility Design Request has been submitted to PG&E. It is anticipated that PG&E design will be completed as of April, 2026 and then final project design can be completed. It is anticipated that the Construction phase can begin in late September, 2027 with commercial operation beginning in April, 2028. |

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| 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 both a State and Federal Master Agreement with Caltrans and also has an RSTPX agreement with the SCCRTC in place. 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.<br><br>With the support of UCSC leadership, several campus departments—including Physical Planning, Development and Operations (PPDO), Real Estate and Contract Services (RECS), TAPS, and Procurement—are collaborating on this project. A PPDO Project Manager will oversee all aspects of design and construction. Operations and maintenance of the equipment will be contracted out to a third-party specialist. |
| 9c | Environmental: Describe any potential environmental issues, mitigations, risks associated with current and future environmental conditions (climate change, extreme weather, seismic) | 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 elements. | N/A |

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| 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? | UCSC initiated its 2023 Strategic Plan with dozens of campus community meetings, engaging approximately 778 diverse stakeholders. From this community process, "Climate Change, Sustainability, and Resilience" was one of the five selected themes of the university. Under that theme, community input led to the goal creation of "Decarbonize campus to build an equitable, accessible, and fossil-free future". It was due to this community request for prioritizing a fossil free campus that UCSC set forth in creating a Decarbonization & Electrification plan, which outlines the necessary steps required to achieve this goal. The plan also includes a summary of campus EV charging infrastructure needs, and a high level fleet EV conversion pathway.<br><br>Four campus and community town halls with participant engagement have been presented since the launch of the decarbonization initiative. Recordings of the town halls and the open community feedback form can be found on UCSC's Decarbonization website.<br><br>UCSC conducts an annual EV Users survey and will gain annual feedback on the use and operation of these new chargers. As mentioned, we know that EV drivers have increased significantly on campus in recent years and that many find the existing Level 2 chargers filled when they arrive. |
| 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 will create and promote campus press releases that educate the campus community about new chargers as well as the diverse EV incentive opportunities for low income households. UCSC will also utilize its diverse social media platforms to communicate this information. Signage and sign waving events will be added to the base of campus intersection when construction completion date is confirmed.<br><br>In addition, UCSC Transportation conducts an annual campuswide Transportation Survey and an EV users survey to seek input on programs and services as well as any feedback the community wishes to provide. |

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| 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 spans a wide demographic range, including diversity in age, academic level, staff and faculty roles, cultural identities, ethnic backgrounds, and economic situations. UCSC is recognized for facilitating social mobility, evidenced by 34% of the enrolled undergraduate student body being first-generation college students. As of Fall 2024, the undergraduate population is diverse, with 31% identifying as European American, 29% as Asian, and 26% as Chicanx/Latinx an come from various CA and US communities and abroad. UCSC's workforce mirrors the diversity of California.<br><br>UCSC regularly encourages everyone to participate in its Annual Transportation Survey which asks for feedback on all modes of travel, services and programs provided and how to make improvements. An annual EV users survey is open to all to provide feedback on electric vehicle usage and charging services provided. Ongoing outreach and tabling at campus events also allow open feedback opportunities as well.<br><br>UCSC received the CARB Clean Mobility Options Community Transportation Needs Assessment grant to conduct a transportation research project which aimed to understand the commuting patterns of underserved students and staff through surveys and focus group discussions. Various organizations participated, including Colleges, Housing & Educational Services; Educational Opportunity Programs (EOP) Wellness Program; Hispanic-Serving Institution Services, and Services for Transfer, Re-entry & Resilient Scholars (STARRS). The needs assessment results provided a better understanding of current transportation patterns, interest in using clean mobility options, and the perceived barriers to alternatives besides driving cars. A contact list of individuals eager to continue participating and providing feedback on new TAPS initiatives was compiled. |
| 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-P64 Alternative Fuel Fleet Vehicles<br>UC-P65 Electric Vehicle Charging Stations<br>VAR-P49 EV Charging Stations for Low Income Residents<br>VAR-07 Transportation System Electrification |

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| 12b | **Consistency with other plans**. What other plans is this project listed in, if any? | This project is in alignment with various UC sustainability and decarbonization goals as follows:<br><br>* University of California's Sustainable Practices Policy (SPP), which states that all campuses should pursue efforts to reduce Scope 3 commuting emissions by 2045 by 90%. In addition, the policy states, "the UC shall promote purchases and support investment in alternative fuel infrastructure at each location."<br><br>* UCSC Long Range Development Plan,which incorporates a comprehensive transportation strategy that electrifies the campus transit program and lowers transportation-related local and regional greenhouse gas emissions. For example, Mitigation Measure 3.3-2 states, "Encourage the use of zero emission vehicles by installing electric vehicle charging stations in parking facilities.<br><br>* UCSC Sustainability & Climate Action Plan, which includes the goal to "Decarbonize campus to build an equitable, accessible, and fossil-free future." Particularly, strategy 1) Reduce Scope 1 and 2 GHG emissions through the funding and implementation of decarbonization and electrification and strategy 2) Reduce Scope 3 GHG emissions.<br><br>* UCSC Decarbonization and Electrification Pre-Design Report, which outlines campus projects that will decarbonize and electrify the campus and its fleet. While this project is focused on serving public charging needs, these chargers can also further support campus Fleet electrification and charging needs as well. |

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| 13 | **Scale of Benefits** - How many users are expected to use the facility, service or program? What is the source of this estimate? | UCSC is a key destination for education, housing and employment and has a daily population of over 22,000 students, staff, faculty and visitors. Based on industry forecasts and known need for additional EV charging on campus and in this community, especially for fast charging, the project is expected to serve 25 unique users per day.<br><br>UCSC counts an average of 13,640 single and multiple occupancy vehicles coming to campus on an average weekday. There has been a steady rise, year over year of EV use on campus. Since 2018 and as per ChargePoint data, UCSC has seen an 395% increase in EV charging usage at its existing Level 2 public EV charging stations. Recent growth has been significant with an almost doubling of usage over the last two years. In addition, 25% of EV user survey respondents said, “I am interested and considering getting an electric vehicle.”<br><br>Current EV charging infrastructure is not meeting existing campus needs. When EV users were asked the survey question, “How often have you found all of the EV chargers full or in use when you arrive?” A disappointing 39% said frequently, 18% said occasionally, and 27% said sometimes. |

| C1. CAPITAL PROJECTS - SCHEDULE, COST AND FUNDING SUMMARY | | | | |
|---|---|---|---|---|
| Non-infrastructure projects/programs/plans - see NI tabs | | | | |
| Project Title: | Lower Campus High-Speed Public EV Chargers | | | |
| Project Schedule/Milestone<br>*(For TRANSIT vehicles- modify milestones accordingly or use Uniform Transit Application)* | | | Anticipated Date | Notes on schedule (flexibility, worst-case schedule) |
| Project Cost Estimates/Scope Developed | | | 12/31/25 | Assumed contract execution date between contractor and owner |
| Begin Environmental (PA&ED) Phase | | | 01/05/26 | |
| Circulate Draft Env'l Document | Env'l Document | Categorically Exempt | 01/15/26 | Notice of Exemption (NOE) is expected |
| CEQA NOE Adopted/Ratified by Owner and sent to State Clearinghouse | | | 02/13/26 | |
| Acceptance of CEQA NOE by State Clearinghouse | | | 03/06/26 | |
| Begin Design (PS&E) Phase | | | 01/20/26 | Design to start before CEQA NOE ratification due to low risk of disapproval |
| Utility service design requested | | | 04/03/26 | 30% design completion |
| End Design Phase (Ready to List for Advertisement Milestone) | | | 06/09/26 | |
| Begin Construction Phase (Contract Award Milestone) | | | 09/25/27 | Conservative estimate assumes 15-month lead time for procurement of switchgear |
| End Construction Phase (Construction Contract Acceptance Milestone) | | | 02/17/28 | Worst-case schedule for adverse weather during winter |
| Begin Closeout Phase | | | 02/18/28 | |
| End Closeout Phase (Closeout Report) | | | 04/02/28 | |

| 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 | 15 | 0 | 0 | 0 | 0 | 0 | 15 | |
| PS&E | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 56 | |
| R/W SUP (CT) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| CON SUP (CT) | 0 | 0 | 35 | 26 | 0 | 0 | 0 | 61 | |
| R/W | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| CON | 0 | 0 | 1,273 | 0 | 0 | 0 | 0 | 1,273 | |
| TOTAL | 0 | 71 | 1,308 | 26 | 0 | 0 | 0 | 1,405 | |

| 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) | | 13 | 0 | 0 | 0 | 0 | 0 | 13 | |
| PS&E | | 50 | 0 | 0 | 0 | 0 | 0 | 50 | |
| R/W SUP (CT) | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| CON SUP (CT) | | 0 | 31 | 23 | 0 | 0 | 0 | 54 | Given that we are a state agency, we would prefer State funds for this project. |
| R/W | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| CON | | 0 | 1,127 | 0 | 0 | 0 | 0 | 1,127 | |
| TOTAL | 0 | 63 | 1,158 | 23 | 0 | 0 | 0 | 1,244 | |

| Fund No. 2: | UCSC Decarbonization Funding - Local Match | | | | | | | 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 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | If no, when will you know if funds are secured? |
| PS&E | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 6 | Funds are secured |
| R/W SUP (CT) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| CON SUP (CT) | 0 | 0 | 4 | 3 | 0 | 0 | 0 | 7 | What risks are there to these funds, if any? |
| R/W | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | NA |
| CON | 0 | 0 | 146 | 0 | 0 | 0 | 0 | 146 | |
| TOTAL | 0 | 8 | 150 | 3 | 0 | 0 | 0 | 161 | |

| Fund No. 3: | CalEVIP | | | | | | | | Funding status | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Fiscal Year | | | | | | | | Are these funds secured? | No, being competed for through a separate funding |
| 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? | 12/31/2025 |
| PS&E | | | | | | | | 0 | | |
| R/W SUP (CT) | | | | | | | | 0 | | |
| CON SUP (CT) | | | | | | | | 0 | What risks are there to these funds, if any? | These funds, if awarded, can only be used for certain equipment costs. |
| R/W | | | | | | | | 0 | | |
| CON | | | 0 | | | | | 0 | | |
| TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |

| Fund No. 4: | MBARD | | | | | | | | Funding status | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Fiscal Year | | | | | | | | Are these funds secured? | No, being competed for through a separate funding |
| 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? | October 2025 |
| PS&E | | | | | | | | 0 | | |
| R/W SUP (CT) | | | | | | | | 0 | | |
| CON SUP (CT) | | | | | | | | 0 | What risks are there to these funds, if any? | If awarded, these funds can only be used for certain equipment costs. Two years to expend, extension is possible |
| R/W | | | | | | | | 0 | | |
| CON | | | 0 | | | | | 0 | | |
| TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |

## C2. ENGINEERS ESTIMATE

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

| Project: | Lower Campus High-Speed Public EV Chargers | | | | |
|---|---|---|---|---|---|
| **Item No.** | **Engineer's Estimate** | | | | |
| 1 | **Title report, encroachment permit support, limited transaction screen** | | | | **$14,950** |
| | | | | | |
| 2 | **Land/underground/topo survey** | | | | **$39,000** |
| | | | | | |
| 3 | **Project management, admin, internal labor** | | | | **$77,870** |
| | | | | | |
| | **EVSE Procurement** | | | | |
| 4 | EVSE hardware + freight | | | | $447,707 |
| 5 | EVSE sales tax | | | | $21,405 |
| 6 | 5yr EVSE warranty | | | | $104,985 |
| 7 | ChargePoint 5yr Enterprise cloud plan and remote commissioning support | | | | $8,736 |
| | **EVSE HARDWARE/SOFTWARE COST** | | | | **$582,833** |
| | | | | | |
| | **Construction (Update items to match actual items for project)** | | | | |
| | **Item Description** | **Quantity** | **Units** | **Unit Cost** | **Total** |
| 8 | General Conditions and Installation (mob/demob, rentals, security, safety, receive, protect, install EVSE units) | 1 | | $152,080.50 | $152,081 |
| 9 | Panelboards, switchboards, disconnects | 1 | | $160,193.80 | $160,194 |
| 10 | Enclosures, conduits, fittings, AC wiring, DC wiring | 1 | | $139,240.40 | $139,240 |
| 11 | Excavate, bore, underground conduit | 1 | | $87,327.50 | $87,328 |
| 12 | Equipment pads, satellite foundations | 1 | | $48,627.80 | $48,628 |
| 13 | EVCS signage, striping | 1 | | $13,718.90 | $13,719 |
| 14 | GFI testing | 1 | | $15,125.50 | $15,126 |
| 15 | Structural and Electrical Engineering | 1 | | $54,414.10 | $54,414 |
| 16 | Construction Insurance | 1 | | $7,399.60 | $7,400 |
| 17 | Bonds | 1 | | $12,166.70 | $12,167 |
| | | | | | |
| | | | | | |
| | | **SUBTOTAL CONSTRUCTION ITEMS** | | | **$690,295** |
| | | **CONTINGENCY** | | **0.0%** | **$0** |
| | | | | **TOTAL CONSTRUCTION COST** | **$690,295** |
| | | | | **Escalation Rate Used:** **0%** | |
| **Total Cost** | | | | | **$1,404,948** |

# Lower Campus High-Speed Public EV Chargers

## Project Location Map