C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS
OF SAN MATEO COUNTY

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November 1, 2025

Cynthia Wang
Bay Area Air Quality Management
District 375 Beale Street, Suite 600
San Francisco, CA 94105

RE: Transportation Fund for Clean Air (TFCA) Project Submittal – FYE 2026

Dear Ms. Wang,

Enclosed are the TFCA Project Information Forms and Cost-effectiveness Worksheets for the following Fiscal Year End (FYE) 2026 projects:

- 26SM01 – Countywide Voluntary Trip Reduction Program (Commute.org)
- 26SM02 – BART Shuttle Program (Commute.org)
- 26SM03 – Rapid Electric Vehicles Charger Project (Town of Hillsborough)
- 26SM04 – Eastside Parallel Trail Segment 4 (City of Half Moon Bay)*
- 26SM05 – Civic Commons EV Charging Stations (City of East Palo Alto)*
- 26SM06 – Public Work Fleet Electrification (County of San Mateo)*

*The C/CAG's Congestion Management Program Technical Advisory Committee (TAC) and the Congestion Management and Environmental Quality (CMEQ) Committee reviewed and recommended C/CAG Board approval of the 26SM04, 26SM05, and 26SM06 projects at their October 16th and October 27th meetings, respectively. The C/CAG Board is scheduled to ratify the FYE 2026 projects submission at its November 13th meeting.

Should you have any questions, please contact Matt Petrofsky, Administering Agency Liaison, of my staff at mpetrofsky@smcgov.org.

Sincerely,

Digitally signed by Sean
DN: cn=Sean, o=C/CAG, ou, email=scharpentier@smcgov.org, c=US
Date: 2025.10.29 15:43:05 -07'00'

Sean Charpentier
Executive Director

Enclosure

COUNTYWIDE VOLUNTARY TRIP REDUCTION PROGRAM
PROJECT INFORMATION

A. Project Number: 26SM01

B. Project Title: Countywide Voluntary Trip Reduction Program

C. TFCA Program Manager Funds Allocated: $600,000

D. TFCA Regional Funds Awarded (if applicable):$_____

E. Total TFCA Funds Allocated (sum of C and D):$600,000

F. Total Project Cost: $ 1,750,000
Indicate the TFCA dollars allocated (C, D and E) and total project cost (F). Data from Line E (Total TFCA Funds) should be used to calculate C-E.

G. Project Description:

Project Sponsor will use the funds to operate its Countywide Voluntary Trip Reduction program in San Mateo County. Commute.org provides TDM programs, resources, support, and guidance to San Mateo County employers, commuters, municipalities, residential and commercial property managers, and partner organizations. The objective is to reduce vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions by promoting sustainable commuting options. The agency encourages and supports transit ridership, carpooling and vanpools as well as active modes such as bicycling and walking. The agency operates an online ridematching platform to support carpool and vanpool matching. The platform is targeted at commuters who commute to or from San Mateo County. To support the use of public transit, the agency operates first/last mile shuttles serving BART, Caltrain, and San Francisco Bay Ferry stations serving San Mateo County. It also provides donated transit tickets and passes to income eligible commuters. The shuttles are open to the public and serve a combination of residents and out-of-county commuters. The targets for Commute.org programs are commuters who live and/or work or attend college in San Mateo County. Equity priority areas, communities, and industries are specifically targeted to ensure the programs and services are provided equitably.

H. Final Report Content: Final Report form and final Cost Effectiveness Worksheet
Form 1 – Ridesharing, Shuttles, Transit Information, Rail/Bus Integration, Smart Growth, and Traffic Calming Projects. (Includes Transit Bus Signal Priority.)

RIDESHARING, BICYCLE, SHUTTLE, AND SMART GROWTH PRO
FYE 2026 TFCA 40% Fund Worksheet

Version 2026, Updated 1/9/2025

General Information Tab: Complete areas shaded in yellow.

Project Number (26XXXYY)	26SM01
Project Title	Countywide Voluntary Trip Reduction Program
Project Type Code (e.g., 7a)	5b
Project Description	San Mateo County TDM Programs for Countywide Trip Reduction
County (2-3 character abbreviation)	SM
Worksheet Calculated By	John Ford
Date of Submission	1/25/2025
Project Sponsor	
Project Sponsor Organization	Peninsula Traffic Congestion Relief Alliance
Public Agency? (Y or N)	Y
Contact Name	John Ford
Email Address	john@commute.org
Phone Number	650-588-8170
Mailing Address	400 Oyster Point Blvd., Suite 409
City	South San Francisco
State	CA
Zip	94080
Project Schedule	
Project Start Date	7/1/2025
Project Completion Date	6/30/2026
Final Report to County	10/31/2026
Emissions Reduction, Priority Areas, Logo Applicability	
TFCA 40% Funds Allocated	$ 600,000.00
Total Project Cost	$ 1,750,000.00
Years Effectiveness	1
Em_Red_ROG (tpy)	2.500603
Em_Red_NOx (tpy)	2.358487
Em_Red_PM10 (tpy)	6.156296
Em_Red_CO2 (tpy)	8713.031399
Cost_Eff_ROG_NOx_PM ($/ton)	$ 54,469.26
Life_C/E_WEIGHTED ($/ton)	$ 51,152.87
% in SB 535 DAC?*	50%
% in AB 1550 LIC?*	50%
% in AB 617 Communities?*	0%
Is the Air District logo requirement applicable? (Y or N) If "N," please explain.	Y

RIDESHARING, BICYCLE, SHUTTLE, AND SMART GROWTH PROJECTS
FYE 2026 TFCA 40% Fund Worksheet

Version 2026, Updated 1/9/25

40% Proj.#:	26SM01
Route Name:	

Calculations Tab: Complete areas shaded in yellow only.

SAMPLE ENTRIES ARE SHOWN IN LIGHT BLUE

Cost Effectiveness Inputs	
Project Operational Start Year:	2025
# Years Effectiveness:	1
Project Operational End Year:	2026
Total Cost for route:	1,750,000
Total Cost for route 40%:	600,000
Total Cost for route 60%:	NA
Total TFCA Cost for route:	$600,000.00

Emission Reduction Calculations

Step 1 - Emissions for Eliminated Trips

A	B	C	D	E	F	G	H	I
# Trips/Day (1-way)	Days/Yr	Trip Length (1-way)	VMT	ROG Emissions (gr/yr)	NOx Emissions (gr/yr)	Exhaust &Trip End PM10 Emissions (gr/yr) *	Other PM10 Emissions (gr/yr) *	CO2 Emissions (gr/yr)
100	240	16	304294	30,344	26,259	409	61,880	88,770,567
1,020	182	20	3,712,800	309,462	291,455	4,643	755,022	1,075,266,285
600	182	20	2,184,000	182,036	171,444	2,731	444,131	632,509,579
4,000	182	20	14,560,000	1,213,576	1,142,960	18,209	2,960,871	4,216,730,529
1,900	182	20	6,916,000	576,449	542,906	8,649	1,406,414	2,002,947,001
		Total	27,372,800	2,281,523	2,148,765	34,233	5,566,437	7,927,453,395

Step 2 - Emissions for New Trips to Access Transit/Ridesharing

50	250	3	304294	23,824	23,154	372	61,880	87,927,937
80.0	182	4.0	58,240	11,459	7,717	111	11,843	17,720,396
5	182	20	18,200	1,517	1,429	23	3,701	5,270,913
		Total	76,440	12,976	9,146	134	15,545	22,991,309

Step 3A - Emissions for Shuttle/Vanpool Vehicles up to GVW of 14,000 lbs.

A	B	C	D	E	F	G	H	I	J	K	L	M	N
		0.1	See Emission Factors Tab										
# Vehicles, Model Year	Emission Std.	Vehicle GVW	ROG Factor (gr/mi)	NOx Factor (g/mi)	Exhaust PM10 Factor (g/mi)	**Total** PM10 Factor (g/mi)	CO2 Factor (g/mi) (See CO2 Table for LD and LHD)	Total Annual VMT (sum all vehicles)	ROG Emissions (gr/yr)	NOx Emissions (gr/yr)	Exhaust PM10 Emissions (gr/yr)	Other PM10 Emissions (gr/yr)	CO2 Emissions (gr/yr)
2, 2005	LEV	10,001-14,000	0.23	0.40	0.12	0.32	860	8000	1,840	3,200	960	1,600	6,880,000
									0	0	0	0	0
									0	0	0	0	0
							Total	0	0	0	0	0	0

Step 3B - Emissions for Buses

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
			See Emission Factors Tab												
Vehicle Ref #	Engine Year, Make, & Model	Odometer reading	ROG Factor (gr/mi)	ROG DR (g/10k miles)	NOx Factor (g/mi)	Nox DR (g/10k miles	Exhaust PM10 Factor (g/mi)	Exhaust PM DR (g/10k miles)	**Other** PM10 Factor (g/mi)	CO2 Factor (g/mi)	Total Annual VMT (sum all vehicles)	ROG Emissions (gr/yr)	NOx Emissions (gr/yr)	Exhaust PM10 Emissions (gr/yr)	Other PM10 Emissions (gr/yr)
												0.00	0	0	0
												0.00	0	0	0
												0.00	0	0	0
										Total	0	0	0	0	0

Cost Effectiveness Results	Annual	Lifetime	
1. VMT Reduced	27,296,360.00	27,296,360.00	Miles
2. Trips Reduced	1,353,170.00	1,353,170.00	Trips
3. ROG Emissions Reduced	2.5006	2.501	Tons
4. NOx Emissions Reduced	2.3585	2.358	Tons
5. PM Emissions Reduced	6.1563	6.156	Tons
6. PM Weighted Emissions Reduced	6.8705	6.870	Tons
7. CO2 Emissions Reduced	8,713.0314	8,713.031	Tons
8. Emission Reductions (ROG, NOx & PM)	11.0154	11.015	Tons
9. TFCA Project Cost - Cost Effectiveness (ROG, Nox & PM)		54,469.26	/Ton
10. TFCA Project Cost - Cost Effectiveness (ROG, NOx & Weighted PM). THIS VALUE MUST MEET POLICY REQUIREMENTS.		**$51,153**	**/Ton**

Notes & Assumptions

Provide all assumptions, rationales, and references for figures used in calculations.

Two key components in calculating cost-effectiveness are the number of vehicle trips eliminated per day and the trip length.
A frequently used proxy is the % of survey respondents who report they would have driven alone if not for the service being provided.
If survey data is not available, alternative **supporting documentation must be provided to justify the inputs used in the CE calculations** .

Trips Eliminated Per Day
This is number of trips by participants that would have driven as a single occupant vehicle if not for the service **it is not the same as the total number of riders or participants**.

Trip Length
Only use the trip length of the **vehicle trip avoided** by only the riders or participants that would otherwise have driven alone.

Policy 11. Duplication
MTC's regional ridesharing program provides funding to counties. This funding may contain TFCA funding, which, if used in combination with TFCA funding, may violate Policy 11. Duplication.

Utilized same assumption calculations from 25SM01 with updated estimates for program participation

STEP 1		# Trips/Day (1-way)	Days/Yr	Trip Length (1-way)
Employer Outreach	Commute.org expects to provide programs and services to 400 employers representing 50,000 employees during FY 2025-2026. Commute.org expects to provide TDM information and assistance to an additional 5,000 employers with 100,000 employees through direct mail, electronic mail, and other communications. One percent of the employees represented by the "maintenance" employers = 1,000; therefore, using approved methodology Commute.org estimates that it reached a total of 51,000 (50,000 + 1,000) employees. Trip reduction calculated using approved methodology: (51,000*0.01*2) = 1020. Average Commute Days = 240*0.76=182 and Trip length = 20.0 miles.	1,020	182	20
New Transit Rider Commuter Incentive + New Carpooler Incentive + New Vanpooler Incentive (combined in estimate due to restriction in adding rows to spreadsheet)	**New Transit Riders:** 400 is the estimated number of qualified participants that will receive the incentive in FY 2025-2026 of which we expect 60% will have been driving-alone as prior primary mode. We expect 80% of participants will report that they will continue to use transit as their mode an average of 2.5 days per week. Participants in this program reported an average commute distance of 17.0 miles. Therefore, (400 X 60%) X (80%) X 2 = 384 estimated number of daily trips. **New Carpoolers:** An estimated 200 individuals who qualify and receive a carpool incentive during FY 2025-2026 are expected to be new to carpooling. Calculation is the (Number of incentives) X (percent who formerly drove alone) x number of one-way trips each day = 100*(100%-50%)*2=200 estimated number of daily trips. **New Vanpoolers:** An estimated 9 individuals who qualify and receive a vanpool incentive during FY 2025-2026 are expected to be new to vanpooling. Calculation is the (Number of incentives) X (percent who formerly drove alone) x number of one-way trips each day = 9*(100%-10%)*2=16 estimated number of daily trips.	600	182	22.4
Non-Employer Commuter Outreach	200,000 is the expected number of Commuter program communications and program interactions in FY 2025-2026 as a result of marketing, promotions, support, trip-planning, ridematching, and STAR platform activity. Trip reduction impact is calculated as 1% of the direct to commuter communications and interactions. Estimated number of trip reductions based on approved methodology (2,000*2=4,000), mileage estimate for FY 2025-2026 is 20.0 (average commute length from 2023 Countywide Commute Survey).	4,000	182	20
GRH + Website (combined in estimate due to restriction in adding rows to spreadsheet)	**GRH:** 350,000 is the number of employees in San Mateo County who are estimated to be eligible to participate in GRH in FY 2025-2026 (EDD countywide employment *80% eligible for program). 0.2% is the approved, estimated influence on commute mode conversion among employees and students. 0.2% of 350,000=700 trips. Average commute distance is 20.0 miles and average number of in-person commute days is 182 (2023 Countywide Commute Survey). **Website:** 10,000 is expected to be the average monthly visitors to the Commute.org website (120,000 annual total). Calculation = 10,000*12*0.01 = 1200, where 12 is the number of months, 1% is the approved degree of influence the website has over visitors. This metric	1,900	182	20

STEP 2				
New Transit Rider Commuter Incentive	One-third of new transit users are estimated to drive to the station an average of 4.0 miles (2023 Countywide Commute Survey (.33*{New Transit Riders}). Of the 418 incentive recipients, 29% reported prior drive-alone status. That results in 121 new transit riders which is used to calculate the impact of a percentage of those riders drivng to a station (33% X 121) X 2 trips per day = 80.	80	120	4.0
New Vanpooler Incentive	Vanpool Incentive program not included in the FY 2023-2024 C-E Calculations	5	182	20

STEP 3A				
Emissions from New Vanpool Formation	Vanpool Incentive program not included in the FY 2023-2024 C-E Calculations	0		

Data sources:
2023 Countywide Commute Survey
2024 Reward Recipients Survey
2023 Shuttle rider survey
American Community Survey (2023 1-Year Estimates - Commuting Characteristics San Mateo County)

Hybrid work adjustments:
Work days per year = 240 work days (52 weeks less holidays/PTO)
In-person work days average 3.8/week (76%) - estimate from 2023 Countywide Commute Survey
Commute days calculated as 240 Work Days X 76% In-Person Days = 182

BART SHUTTLE PROGRAM
PROJECT INFORMATION

A. Project Number: 26SM02

B. Project Title: BART Shuttle Program

C. TFCA Program Manager Funds Allocated: $66,000

D. TFCA Regional Funds Awarded (if applicable):$_____

E. Total TFCA Funds Allocated (sum of C and D):$66,000

F. Total Project Cost: $ 1,848,000
Indicate the TFCA dollars allocated (C, D and E) and total project cost (F). Data from Line E (Total TFCA Funds) should be used to calculate C-E.

G. Project Description:

Project Sponsor will use TFCA funds to operate shuttles that provide first/last mile connections between BART stations and residential and employment locations in San Mateo County. This project supports three routes of the Commute.org Shuttle Program, a peak commute period shuttle bus service from public transit stations to major employment sites in San Mateo County. The three routes currently have 40 combined daily trips. BART stations served include Balboa Park and South San Francisco.

Shuttle Name	Service Area	BART Station
Crocker Park BART	Brisbane	Balboa Park
Oyster Point BART	South San Francisco	South San Francisco
Utah-Grand BART	South San Francisco	South San Francisco

Ridership for these routes is expected to grow to 400 per day. Ridership has not yet returned to pre-pandemic levels (640 riders/day) but has been steady since 2022. Assuming the average shuttle rider has a commute distance of 18 miles, this program can remove up to 14,000 miles of daily SOV trips from Bay Area roadways. All shuttle vehicles operated with TFCA funds meet the California Air Resource Board (CARB) particulate matter standards for public transit fleets.

H. Final Report Content: Final Report form and final Cost Effectiveness Worksheet
Form 1 – Ridesharing, Shuttles, Transit Information, Rail/Bus Integration, Smart Growth, and Traffic Calming Projects. (Includes Transit Bus Signal Priority.)

RIDESHARING, BICYCLE, SHUTTLE, AND SMART GROWTH PROJECTS
FYE 2026 TFCA 40% Fund Worksheet

Version 2026, Updated 1/9/2025

General Information Tab: Complete areas shaded in yellow.

Project Number (26XXXYY)	26SM02
Project Title	BART Shuttle Program
Project Type Code (e.g., 7a)	6i
Project Description	San Mateo County First/Last Mile Commuter Shuttles (BART)
County (2-3 character abbreviation)	SM
Worksheet Calculated By	John Ford
Date of Submission	2/7/2025
Project Sponsor	
Project Sponsor Organization	Commute.org
Public Agency? (Y or N)	Y
Contact Name	John Ford
Email Address	john@commute.org
Phone Number	650.588.8170
Mailing Address	400 Oyster Point Blvd, Ste 409
City	South San Francisco
State	CA
Zip	94080
Project Schedule	
Project Start Date	7/1/2025
Project Completion Date	6/30/2026
Final Report to County	10/31/2026
Emissions Reduction, Priority Areas, Logo Applicability	
TFCA 40% Funds Allocated	$ 66,000.00
Total Project Cost	$ 1,848,000.00
Years Effectiveness	1
Em_Red_ROG (tpy)	0.066118
Em_Red_NOx (tpy)	-0.019155
Em_Red_PM10 (tpy)	0.220739
Em_Red_CO2 (tpy)	129.214598
Cost_Eff_ROG_NOx_PM ($/ton)	$ 246,542.50
Life_C/E_WEIGHTED ($/ton)	$ 228,019.63
% in SB 535 DAC?*	67%
% in AB 1550 LIC?*	100%
% in AB 617 Communities?*	0%
Is the Air District logo requirement applicable? (Y or N) If "N," please explain.	Y

*See "Priority Areas" section in the Instructions tab for geographic boundaries.

RIDESHARING, BICYCLE, SHUTTLE, AND SMART GROWTH PROJECTS
FYE 2025 TFCA 40% Fund Worksheet

Version 2025, Updated 1/9/24

40% Proj.#:	26SM02
Route Name:	

Calculations Tab: Complete areas shaded in yellow only.

SAMPLE ENTRIES ARE SHOWN IN LIGHT BLUE

Cost Effectiveness Inputs	
Project Operational Start Year:	2025
# Years Effectiveness:	1
Project Operational End Year:	2026
Total Cost for route:	1,848,000
Total Cost for route 40%:	66,000
Total Cost for route 60%:	NA
Total TFCA Cost for route:	$66,000.00

Emission Reduction Calculations

Step 1 - Emissions for Eliminated Trips

A	B	C	D	E	F	G	H	I
# Trips/Day (1-way)	Days/Yr	Trip Length (1-way)	VMT	ROG Emissions (gr/yr)	NOx Emissions (gr/yr)	Exhaust &Trip End PM10 Emissions (gr/yr) *	Other PM10 Emissions (gr/yr) *	CO2 Emissions (gr/yr)
100	240	16	304294	25,764	17,520	568	74,781	77,874,237
187	251	21	963,150	75,055	53,772	1,671	236,697	244,929,206
			0	0	0	0	0	0
			0	0	0	0	0	0
			0	0	0	0	0	0
		Total	963,150	75,055	53,772	1,671	236,697	244,929,206

Step 2 - Emissions for New Trips to Access Transit/Ridesharing

50	250	3	304294	23,188	16,853	518	74,781	77,256,074
23.8	251	3.6	21,445	2,779	1,484	59	5,270	5,719,326
			0	0	0	0	0	0
		Total	21,445	2,779	1,484	59	5,270	5,719,326

Step 3A - Emissions for Shuttle/Vanpool Vehicles up to GVW of 14,000 lbs.

A	B	C	D	E	F	G	H	I	J	K	L	M	N
		0.1	See Emission Factors Tab										
# Vehicles, Model Year	Emission Std.	Vehicle GVW	ROG Factor (gr/mi)	NOx Factor (g/mi)	Exhaust PM10 Factor (g/mi)	**Total** PM10 Factor (g/mi)	CO2 Factor (g/mi) (See CO2 Table for LD and LHD)	Total Annual VMT (sum all vehicles)	ROG Emissions (gr/yr)	NOx Emissions (gr/yr)	Exhaust PM10 Emissions (gr/yr)	Other PM10 Emissions (gr/yr)	CO2 Emissions (gr/yr)
2, 2005	LEV	10,001-14,000	0.23	0.40	0.12	0.32	860	8000	1,840	3,200	960	1,600	6,880,000
									0	0	0	0	0
									0	0	0	0	0
							Total	0	0	0	0	0	0

Step 3B - Emissions for Buses

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q
			See Emission Factors Tab													
Vehicle Ref #	Engine Year, Make, & Model	Odometer reading	ROG Factor (gr/mi)	ROG DR (g/10k miles)	NOx Factor (g/mi)	Nox DR (g/10k miles	Exhaust PM10 Factor (g/mi)	Exhaust PM DR (g/10k miles)	**Other** PM10 Factor (g/mi)	CO2 Factor (g/mi)	Total Annual VMT (sum all vehicles)	ROG Emissions (gr/yr)	NOx Emissions (gr/yr)	Exhaust PM10 Emissions (gr/yr)	Other PM10 Emissions (gr/yr)	CO2 Emissions (gr/yr)
1,2016	2016 FORD 6.8(	150000	0.06	0.001	0.26	0.01	0.002	0.0001	0.1965	744	67284	5,046.30	28,596	235	13,221	50,071,882
1,2016	2016 FORD 6.8(	150000	0.06	0.001	0.26	0.01	0.002	0.0001	0.1965	744	39658	2,974.35	16,855	139	7,793	29,512,970
1,2016	2016 FORD 6.8(	150000	0.06	0.001	0.26	0.01	0.002	0.0001	0.1965	744	56977	4,273.28	24,215	199	11,196	42,401,546
										Total	163,919	12,294	69,666	574	32,210	121,986,398

Cost Effectiveness Results	Annual	Lifetime	
1. VMT Reduced	777,786.04	777,786.04	Miles
2. Trips Reduced	40,992.62	40,992.62	Trips
3. ROG Emissions Reduced	0.0661	0.066	Tons
4. NOx Emissions Reduced	-0.0192	-0.019	Tons
5. PM Emissions Reduced	0.2207	0.221	Tons
6. PM Weighted Emissions Reduced	0.2425	0.242	Tons
7. CO2 Emissions Reduced	129.2146	129.215	Tons
8. Emission Reductions (ROG, NOx & PM)	0.2677	0.268	Tons
9. TFCA Project Cost - Cost Effectiveness (ROG, Nox & PM		246,542.50	/Ton
10. TFCA Project Cost - Cost Effectiveness (ROG, NOx & Weighted PM). THIS VALUE MUST MEET POLICY REQUIREMENTS.		**$228,020**	**/Ton**

Notes & Assumptions

Provide all assumptions, rationales, and references for figures used in calculations.

Two key components in calculating cost-effectiveness are the number of vehicle trips eliminated per day and the trip length.
A frequently used proxy is the % of survey respondents who report they would have driven alone if not for the service being provided.
If survey data is not available, alternative **supporting documentation must be provided to justify the inputs used in the CE calculations** .

Trips Eliminated Per Day
This is number of trips by participants that would have driven as a single occupant vehicle if not for the service; **it is not the same as the total number of riders or participants** .

Trip Length
Only use the trip length of the **vehicle trip avoided** by only the riders or participants that would otherwise have driven alone.

Policy 11. Duplication
MTC's regional ridesharing program provides funding to counties. This funding may contain TFCA funding, which, if used in combination with TFCA funding, may violate Policy 11. Duplication.

FY 2026 Estimated - Average FY 2025 (Jul - Dec 2024); Oct 2024 Survey Data Estimates

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33			1	2
Route		**TFCA Requested**	Total Route Cost	**Days / yr operating**	**Ridership**	Total # of boardings / year	% that would drive alone if shuttle didn't exist	**Average 1 way commute dis**	Daily boardings	**Daily SOV Trips eliminated**	Weighted SOV Miles Elim / day	**New trips to transit**	% driving to transit	**Average 1 way trip dis**	**Daily new trips to transit**	Weighted New Trip Miles / day	**Vehicle**	Year	Fuel Type	Class	GVWR	Annual Revenue Miles	**Total Annual Miles**	% miles in electric mode	**Total Annual miles**	**Total Annual e-Diesel miles**	EO #	**Conversion Factor**	**EO Emission Factors**	NOx(b)	Deterioration Rate /10k	ROG(b),(d)	Deterioration Rate /10k	PM(b),(i)	Deterioration Rate /10k	**Other PM 10**	**CO2**		Medium Vehicles on BCP/OPB
																														EF(d)	DR(e)	EF(d)	DR(e)	EF(d)	DR(e)				
Crocker Park - Brisbane		$ 30,000.00	$ 714,000.00	252		40,000	50.00%	20.50	158.73	79.37	1626.98		12.75%	3.58	10.12	36.23	1	2016	Diesel		26000	25,419	33,642				A-021-0639	1.8		0.26000	0.01100	0.06000	0.00100	0.00200	0.00010	0.1965	744.1871	1.2016	2016 FORD 6.8L GAS
																	2	2016	Diesel		26000	25,419	33,642				A-021-0639	1.8		0.26000	0.01100	0.06000	0.00100	0.00200	0.00010	0.1965	744.1871	1.2016	2016 FORD 6.8L GAS
Oyster Point - SSF		$ 10,000.00	$ 380,000.00	251		18,000	50.00%	20.50	71.71	35.86	735.06		12.75%	3.58	4.57	16.37	1	2016	Gasoline		19500	32,447	39,658				A-010-1892	1.8		0.26000	0.01100	0.06000	0.00100	0.00200	0.00010	0.1965	744.1871	1.2016	2016 FORD 6.8L GAS
																	2										A-010-1892	1.8		0.26000	0.01100	0.06000	0.00100	0.00200	0.00010	0.1965	744.1871	1.2016	2016 FORD 6.8L GAS
Utah Grand - SSF		$ 26,000.00	$ 754,000.00	251		36,000	50.00%	20.50	143.43	71.71	1470.12		12.75%	3.58	9.14	32.73	1	2016	Gasoline		14500	21,909	28,489				A-010-1892	1.8		0.26000	0.01100	0.06000	0.00100	0.00200	0.00010	0.1965	744.1871	1.2016	2016 FORD 6.8L GAS
																	2	2016	Gasoline		14500	21,909	28,489				A-010-1892	1.8		0.26000	0.01100	0.06000	0.00100	0.00200	0.00010	0.1965	744.1871	1.2016	2016 FORD 6.8L GAS
		$ 66,000.00	$ 1,848,000.00	251				Total	373.87	186.93	3832.16				23.83	85.33						127,102	163,919															
								Weighted Avg Daily SOV Miles Elim:			**26.5**				**Weighted Avg New Tr Miles:**			**3.6**																					

	CE
Crocker Park - Brisbane	$218,677
Oyster Point - SSF	$218,694
Utah Grand - SSF	$224,500
Combined	**$228,020**

EV RAPID CHARGERS PROJECT
PROJECT INFORMATION

A. Project Number: 26SM03

B. Project Title: EV Rapid Chargers Project

C. TFCA Program Manager Funds Allocated: $306,060

D. TFCA Regional Funds Awarded (if applicable):$_____

E. Total TFCA Funds Allocated (sum of C and D):$306,060

F. Total Project Cost: $ 612,120
Indicate the TFCA dollars allocated (C, D and E) and total project cost (F). Data from Line E (Total TFCA Funds) should be used to calculate C-E.

G. Project Description:

Project Sponsor will install four (4) level 3 (rapid) electric vehicle chargers. These rapid chargers will serve as the main energy source for Town Electric Fleet and a portion of them will be available for employees and the public. This project was developed as an investment towards meeting the Project Sponsors' overall sustainability and environmental goals while also improving public access to rapid EV charging.

H. Final Report Content: Final Report form and final Cost Effectiveness Worksheet

Form 2 – Clean Air Vehicles and Infrastructure.

ELECTRIC VEHICLE (EV) INFRASTRUCTURE PROJECTS
FYE 2025 TFCA 40% Fund Worksheet
Version 2025, Updated 1/9/2024

General Information Tab: Complete areas shaded in yellow.

Project Number (25XXXYY)	26SM03
Project Title	EV Charging Level 3 - Town Hall & PW Corp Yard
Project Type Code (e.g., 7a)	12b
County (2-3 character abbreviation)	SMC
Worksheet Calculated By	
Date of Submission	
Project Sponsor	
Project Sponsor Organization	Town of Hillsborough
Public Agency? (Y or N)	Yes
Contact Name	Sara Bachmann
Email Address	sbachmann@hillsborough.net
Phone Number	650.375.7508
Mailing Address	1320 La Honda Road
City	Hillsborough
State	CA
Zip	94010
Project Schedule	
Project Start Date	3/1/2025
Project Completion Date	6/1/2025
Final Report to CMA	

ELECTRIC VEHICLES (EV) INFRASTRUCTURE PROJECTS

FYE 2025 TFCA 40% Fund Worksheet
Updated 1/9/2024

Calculations Tab: Complete areas shaded in yellow only

Project Number	26SM03
Project Descriptio	

Cost-Effectiveness Inputs	
# Years Effective	3
Total TFCA Funding	$ 306,060
Total Project Cost	$ 612,120

Emissions Reduction Calculations

Step 1 - Emissions of displaced conventional vehicles

Charger Information								Emission Factors of plug-in hybried or electric vehicle (g/mile)					Emission Factors of displaced vehicle (g/mile)				
Charger ID	Description	Type	Rate (KW)	Make	Model	Annual Usage (kWh)	Annual EV miles	ROG	NOx	PM10 Exhaust	PM10 Other	CO2	ROG	NOx	PM10 Exhaust	PM10 Other	CO2
		Level 1 (low)				-	-	0.01	0.00	0.00	0.01	40.87	0.06	0.09	0.00	0.02	309.63
		Level 2 (low)				-	-	0.01	0.00	0.00	0.01	40.87	0.06	0.09	0.00	0.02	309.63
		Level 2 (high)				-	-	0.01	0.00	0.00	0.01	40.87	0.06	0.09	0.00	0.02	309.63
Charger 1	Walnut Lot	DC Fast	62.5	CharePoint	Express 250	114,063	383,250	-	-	-	0.01	-	0.06	0.09	0.00	0.02	309.63
Charger 2	Walnut Lot	DC Fast	62.5	CharePoint	Express 250	114,063	383,252	-	-	-	0.01	-	0.06	0.09	0.00	0.02	309.63
Charger 3	Walnut Lot	DC Fast	62.5	CharePoint	Express 250	91,250	306,600	-	-	-	0.01	-	0.06	0.09	0.00	0.02	309.63
Charger 1 Level 3	Corp Yard	DC Fast	62.5	CharePoint	Express 250	28,600	96,096	-	-	-	0.01	-	0.06	0.09	0.00	0.02	309.63
						-	-	0.01	0.00	0.00	0.01	40.87	0.06	0.09	0.00	0.02	309.63
						-	-	0.01	0.00	0.00	0.01	40.87	0.06	0.09	0.00	0.02	309.63
						-	-	0.01	0.00	0.00	0.01	40.87	0.06	0.09	0.00	0.02	309.63
TOTALS						**347,976**	**1,169,198**										

Cost-Effectiveness Results	Annual	Lifetime	
1. ROG Emissions Reduced	0.0741	0.2223	Tons
2. NOx Emissions Reduced	0.1197	0.3590	Tons
3. PM Emissions Reduced	0.0087	0.0262	Tons
4. Weighted PM Emissions Reduced	0.0496	0.1488	Weighted Tons
5. CO2 Emissions Reduced	399.0576	1,197.1728	Tons
6. Total Criterial Emission Reductions	0.2025	0.6074	Tons
7. TFCA Unweighted Cost Effectiveness		$ 503,864	/ton
8. TFCA Weighted Cost Effectiveness		**$ 419,257**	**/weighted ton**

Continued from above table

Emissions Reduction Calculations

Step 1 - Emissions of discplaced conventional vehicle

Emission Reductions (g/yr				
ROG	NOx	PM10 Exhaust	PM10 Other	CO2
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
22,031.90	35,581.54	639.49	1,956.21	118,665,828
22,032.00	35,581.70	639.49	1,956.22	118,666,349
17,625.52	28,465.24	511.59	1,564.97	94,932,663
5,524.27	8,921.71	160.35	490.50	29,754,237
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
67,214	**108,550**	**1,951**	**5,968**	**362,019,077**

Notes & Assumptions

Provide all assumptions, rationales, and references for figures used in calculations.

Conversion Factors

Grams per Ton	907185	grams/ton'
Miles / kWh	3.36	miles/kWh
ROG split	86%	From EMFAC 2014 CY2017 MDYR2017 vehicles, split of ROG and NOx emissions
NOX split	14%	

Charging Station Type

Charging Station: Also known as electric vehicle supply equipment (EVSE), consists of the conductors, including the ungrounded, grounded, and equipment grounding conductors and the electric vehicle connectors, attachment plugs, and all other fittings, devices, power outlets, or apparatus installed specifically for the purpose of delivering energy from the premises wiring to the electric vehicle. (http://www.psrc.org/assets/3729/A_NEC_625_2008.pdf). Charging stations fall into one of these three types:

Level 1 : A charging station that supplies electricity to a EV's onboard charger in the form of alternating current. Level 1 charging stations use a 120V AC connection
Level 2 : A charging station that supplies electricity to a EV's onboard charger in the form of alternating current. Level 2 charging stations require a 208/240V AC connection.
DC Fast : A charging station that uses an external charger, and supplies electricity in the form of direct current, typically at a rate of 40KW or higher.

Inputs	Assumptions
Cost Effectiveness Inputs, # Years Effectiveness	3 years is recommended - Not to exceed 4 years
Charger ID (Column A)	List each charger separately
Description (Column B)	Enter description
Type (Column C)	Select the type of charger from the dropdown menu, charger types are defined in "Notes and Assumption" tab
Rate (KW) (Column D)	Enter the equipment's Rate kW
Total TFCA Funding (O3)	Enter the total amount of TFCA funding requested for all chargers
Annual Usage (kWh) (Column G)	(Rate kW) x (charger's estimated hours of usage per day) x (365 days per year) x (quantity of chargers). * To calculate the annual usage of a Level 3 EV charger excluding weekends, you need to adjust the number of days in a year accordingly. There are 52 weeks in a year, so

Walnut Lot - 2 Public Chargers
Public Usage Calculation (Every Day) Two Chargers Are Public All Hours and Accessible 24/7
Rate: 62.5kW62.5 \text{kW}62.5kW per charger
Number of chargers: 2
Estimated hours of usage per day: 5 hours
Number of days in a year: 365 days
Annual Usage (kWh)=62.5×2×5×365
Annual Usage (kWh)=62.5×10×365\text{Annual Usage (kWh)} = 62.5 \times 10 \times 365Annual Usage (kWh)=62.5×10×365
Annual Usage (kWh)=625×365\text{Annual Usage (kWh)} = 625 \times 365Annual Usage (kWh)=625×365
Annual Usage (kWh)=228,125kWh\text{Annual Usage (kWh)} = 228,125 \text{kWh}Annual Usage (kWh)=228,125kWh

Walnut Lot - 1 Level 3 Charger Public for 5 Hours per Day and for Fleet the rest of the time

Number of chargers: 1
Estimated hours of usage per day: 4 hours/day4 \text{ hours/day}4 hours/day
Number of days in a year: 365 days/year365 \text{ days/year}365 days/year
Substituting the values:
Annual Usage (kWh)=62.5×4×365\text{Annual Usage (kWh)} = 62.5 \times 4 \times 365Annual Usage (kWh)=62.5×4×365
Annual Usage (kWh)=62.5×1,460\text{Annual Usage (kWh)} = 62.5 \times 1,460Annual Usage (kWh)=62.5×1,460
Annual Usage (kWh)=91,250kWh\text{Annual Usage (kWh)} = 91,250 \text{kWh}Annual Usage (kWh)=91,250kWh
*Fleet vehicles will have access 365 days a year and availabity only hours outside of public use hours which is 5 hours of use for public usage everyday. Assumed it will be used at least 4 hours per day which can include fleet (Safety vehicles/police future purchases), staff private vehicles (a few staff members have ev chargers), and public vehicles

Corp Yard Fleet Use only and Staff Private Vehicles
Annual kWh Usage per Vehicle: 2,600 kWh (for driving 20 miles a day on weekdays only).
Annual kWh usage per vehicle: 2,600 kWh/year2,600 \text{ kWh/year}2,600 kWh/year
Number of fleet vehicles: 11
Total annual kWh usage for all fleet vehicles: 2,600 kWh/year×11 vehicles=28,600 kWh/year2,600 \text{ kWh/year} \times 11 \text{ vehicles} = 28,600 \text{ kWh/year}2,600 kWh/year×11 vehicles=28,600 kWh/year
Total Annual kWh Usage for the Charger=28,600 kWh/year

PROJECT INFORMATION FORM

A. Project Number: 26SM04

B. Project Title: Eastside Parallel Trail - Segment 4

C. TFCA Program Manager Funds Allocated: $200,000

D. TFCA Regional Funds Awarded (if applicable): n/a

E. Total TFCA Funds Allocated (sum of C and D): $200,000

F. Total Project Cost: $1,900,000

G. Project Description:

Project Sponsor will close the final gap for a Class 1 shared-use path that connects unincorporated San Mateo County and the City of Half Moon Bay residents on Highway 1 for a 3.5 mile stretch. By completing this 0.27 mile connection, the route will offer a comprehensive multi-use path that runs north/south in a safe and protected manner. While a small segment, since January of 2020, the current configuration has seen six bicycle accidents with injuries according to the UC Berkeley Transportation Injury Mapping System. As planned, it is a 10-foot-wide pathway on the east side of Highway 1; the proposed route runs between Roosevelt Boulevard and Mirada Road.

Once completed, residents from the City of Half Moon Bay, from the Mid-Coast of San Mateo County, and visitors alike will be able to ride, walk, and roll to various schools on the Coast, the central economic areas of Half Moon Bay, and various other coastal destinations will be able to travel in a safe and protected manner all while cutting greenhouse gas emissions due to lower vehicle miles traveled.

H. Final Report Content: Final Report form and final Cost Effectiveness Worksheet
Final Report Form 3, Bicycle Projects

RIDESHARING, BICYCLE, SHUTTLE, AND SMART GROWTH PROJECTS
FYE 2026 TFCA 40% Fund Worksheet

Version 2026, Updated 1/9/2025

General Information Tab: Complete areas shaded in yellow.

Project Number (26XXXYY)	26SM04
Project Title	Eastside Parallel Trail - Segment 4
Project Type Code (e.g., 7a)	7a
Project Description	1,300 LF Trail Gap Closure - 10' Class 1 Multi-mode trail on east side of CA Hwy 1 in Half Moon Bay, CA
County (2-3 character abbreviation)	SM
Worksheet Calculated By	Dale Leda
Date of Submission	9/16/2025
Project Sponsor	
Project Sponsor Organization	City of Half Moon Bay
Public Agency? (Y or N)	Y
Contact Name	Dale Leda
Email Address	dleda@halfmoonbay.gov
Phone Number	650-435-8260
Mailing Address	501 Main Street
City	Half Moon Bay
State	CA
Zip	94018
Project Schedule	
Project Start Date	3/1/2026
Project Completion Date	3/1/2027
Final Report to County	6/1/2027
Emissions Reduction, Priority Areas, Logo Applicability	
TFCA 40% Funds Allocated	$ 200,000.00
Total Project Cost	$ 1,900,000.00
Years Effectiveness	10
Em_Red_ROG (tpy)	0.021464
Em_Red_NOx (tpy)	0.013576
Em_Red_PM10 (tpy)	0.020550
Em_Red_CO2 (tpy)	27.879401
Cost_Eff_ROG_NOx_PM ($/ton)	$ 359,781.80
Life_C/E_WEIGHTED ($/ton)	$ 335,237.95
% in SB 535 DAC?*	0
% in AB 1550 LIC?*	0
% in AB 617 Communities?*	0
Is the Air District logo requirement applicable? (Y or N) If "N," please explain.	Y

*See "Priority Areas" section in the Instructions tab for geographic boundaries.

RIDESHARING, BICYCLE, SHUTTLE, AND SMART GROWTH PROJECTS
FYE 2026 TFCA 40% Fund Worksheet

Version 2026, Updated 1/9/25

40% Proj.#:	26SM04
Route Name:	CA-1

Calculations Tab: Complete areas shaded in yellow only.

SAMPLE ENTRIES ARE SHOWN IN LIGHT BLUE

Cost Effectiveness Inputs	
Project Operational Start Year:	2027
# Years Effectiveness:	10
Project Operational End Year:	2037
Total Cost for route:	1,900,000
Total Cost for route 40%:	200,000
Total Cost for route 60%:	NA
Total TFCA Cost for route:	$200,000.00

Emission Reduction Calculations

Step 1 - Emissions for Eliminated Trips

A	B	C	D	E	F	G	H	I
# Trips/Day (1-way)	Days/Yr	Trip Length (1-way)	VMT	ROG Emissions (gr/yr)	NOx Emissions (gr/yr)	Exhaust &Trip End PM10 Emissions (gr/yr) *	Other PM10 Emissions (gr/yr) *	CO2 Emissions (gr/yr)
126	240	3	90,720	19,472	12,316	194	18,449	25,292,193
			0	0	0	0	0	0
			0	0	0	0	0	0
			0	0	0	0	0	0
		Total	90,720	19,472	12,316	194	18,449	25,292,193

Cost Effectiveness Results	Annual	Lifetime	
1. VMT Reduced	90,720.00	907,200.00	Miles
2. Trips Reduced	30,240.00	302,400.00	Trips
3. ROG Emissions Reduced	0.0215	0.215	Tons
4. NOx Emissions Reduced	0.0136	0.136	Tons
5. PM Emissions Reduced	0.0205	0.205	Tons
6. PM Weighted Emissions Reduced	0.0246	0.246	Tons
7. CO2 Emissions Reduced	27.8794	278.794	Tons
8. Emission Reductions (ROG, NOx & PM)	0.0556	0.556	Tons
9. TFCA Project Cost - Cost Effectiveness (ROG, Nox & PM		359,781.80	/Ton
10. TFCA Project Cost - Cost Effectiveness (ROG, NOx & Weighted PM). THIS VALUE MUST MEET POLICY REQUIREMENTS.		**$335,238**	**/Ton**

Notes & Assumptions

Provide all assumptions, rationales, and references for figures used in calculations

Two key components in calculating cost-effectiveness are the number of vehicle trips eliminated per day and the trip length.
A frequently used proxy is the % of survey respondents who report they would have driven alone if not for the service being provided.
If survey data is not available, alternative **supporting documentation must be provided to justify the inputs used in the CE calculations**.

Trips Eliminated Per Day
This is number of trips by participants that would have driven as a single occupant vehicle if not for the service; **it is not the same as the total number of riders or participants**.

Trip Length
Only use the trip length of the **vehicle trip avoided** by only the riders or participants that would otherwise have driven alone

Policy 11. Duplication
MTC's regional ridesharing program provides funding to counties. This funding may contain TFCA funding, which, if used in combination with TFCA funding, may violate Policy 11. Duplication.

	State Route 1 (SR-1) has a speed limit of 40-45 mph and runs in the north-south direction along the entire length of Half Moon Bay and extends along most of the California coast. In the vicinity of Half Moon Bay, SR-1 connects to SR-92. Within the study area, SR-1 varies between a two-lane highway and a multilane highway. SR-1 has an Annual Average Daily Traffic of approximately 10,500 vehicles in both directions south of SR-92 interchange including 1,100 vehicles in both directions during the peak hour; and approximately 28,000 vehicles in both directions north of SR-92 interchange including 2,500 vehicles in both directions during the peak hour. As part of the C/CAG Congestion Management Program for San Mateo County, the roadway segment standard for SR-1 is LOS E for its length within Half Moon Bay
28000 ADT	Segment 4 represents that only 1,300 LF gap in Class 1 multi-mode trail between the northern limit of the City of Half Moon Bay and CA Highway 92, roughly 1.9 miles to the south. North of the project limits the trai continues in uninc. San Mateo County 0.8 miles to Coronado St intersection where it allows connection with the California Coastal Trail in both north and south directions in both Class 1 and Class 2 configurations for several miles.
2.95 Segment length	
0.45% BAAD provided factor	Segment longer than 2 miles at greater than 24000 ADT
126 calculated # Trips/Day	

PROJECT INFORMATION FORM

A. Project Number: 26SM05

B. Project Title: East Palo Alto Civic Commons EV Charging Stations

C. TFCA Program Manager Funds Allocated: $40,000

D. TFCA Regional Funds Awarded (if applicable): n/a

E. Total TFCA Funds Allocated: $40,000

F. Total Project Cost: $331,111

G. Project Description:

Project sponsor will develop a civic center on a four-acre property, to include a new public library, City Hall, and rentable community spaces. This project also includes a separate 20,000 square foot single-story police station and six acres of adjacent public parkland. The proposed Civic Commons project responds directly to the City's needs by creating a centralized, civic campus. This integrated campus is designed to improve service delivery efficiency, reduce operational costs, and enhance public access to civic, educational, and recreational amenities. Part of the project are 10 installed electric vehicle charging stations and 30 EV capable parking spaces for use by city staff and the general public.

H. Final Report Content: Final Report form and final Cost Effectiveness Worksheet
Final Report Form 2, Clean Air Vehicle/Infrastructure Final Report

ELECTRIC VEHICLE (EV) INFRASTRUCTURE PROJECTS

FYE 2026 TFCA 40% Fund Worksheet

Yhuvlrq#5359/#Xsgdwhg#4246

General Information Tab: Complete areas shaded in yellow.

Project Number (26XXXYY)	26SM05
Project Title	East Palo Alto Civic Commons EV Charging Stations
Project Type Code (e.g., 7a)	12b
Project Description	The Civic Commons is akin to a civic center -- City Hall, a public library, a police headquarters, parks and open space, and spaces for community activities and amenities, fostering civic engagement, equity, environmental stewardship, and economic development. The project includes installation of 10 EV charging stations and 30 EV capable parking spaces.
County (2-3 character abbreviation)	SM
Worksheet Calculated By	
Date of Submission	8/15/2025
Project Sponsor	
Project Sponsor Organization	City of East Palo Alto
Public Agency? (Y or N)	Y
Contact Name	Denise Garcia
Email Address	dgarcia@cityofepa.org
Phone Number	(650) 853-3118
Mailing Address	2415 University Avenue
City	East Palo Alto
State	CA
Zip	94303
Project Schedule	
Project Start Date	8/25/2025
Project Completion Date	8/3/2027
Final Report to County	
Emissions Reduction, Priority Areas, Logo Applicability	
TFCA 40% Funds Allocated	$ 210,000.00
Total Project Cost	$ 331,111.00
Years Effectiveness	3
Em_Red_ROG (tpy)	0.041342
Em_Red_NOx (tpy)	0.070619
Em_Red_PM10 (tpy)	0.006090
Em_Red_CO2 (tpy)	252.327930
Cost_Eff_ROG_NOx_PM ($/ton)	$ 592,964.32
Life_C/E_WEIGHTED ($/ton)	$ 493,006.58
% in SB 535 DAC?*	100
% in AB 1550 LIC?*	100
% in AB 617 Communities?*	0
Is the Air District logo requirement	Y

*See "Priority Areas" section in the Instructions tab for geographic boundaries.

ELECTRIC VEHICLE (EV) INFRASTRUCTURE PROJECTS

FYE 2026 TFCA 40% Fund Worksheet

Updated 1/13/2025

Calculations Tab: Complete areas shaded in yellow only

Project Number	26SM05
Project Description	st Palo Alto Civic Commons EV Charging Stat

Cost-Effectiveness Inputs	
# Years Effective	3
Total TFCA Funding	$ 210,000
Total Project Cost	$ 331,111

Emissions Reduction Calculations

Step 1 - Emissions of displaced conventional vehicles

Charger Information								Emission Factors of plug-in hybried or electric vehicle (g/mile)					Emission Factors of displaced vehicle (g/mile)				
Charger ID	Description	Type	Rate (KW)	Make	Model	Annual Usage (kWh)	Annual EV miles	ROG	NOx	PM10 Exhaust	PM10 Other	CO2	ROG	NOx	PM10 Exhaust	PM10 Other	CO2
	HANDICAP VAN	Level 2 (low)	6.7	CHARGEPOINT	CT4000	26,919	90,448	0.01	0.00	0.00	0.01	38.49	0.05	0.07	0.00	0.02	291.58
	HANDICAP	Level 2 (low)	6.7	CHARGEPOINT	CT4000	26,919	90,448	0.01	0.00	0.00	0.01	38.49	0.05	0.07	0.00	0.02	291.58
	STANDARD	Level 2 (low)	6.7	CHARGEPOINT	CT4000	26,919	90,448	0.01	0.00	0.00	0.01	38.49	0.05	0.07	0.00	0.02	291.58
	STANDARD	Level 2 (low)	6.7	CHARGEPOINT	CT4000	26,919	90,448	0.01	0.00	0.00	0.01	38.49	0.05	0.07	0.00	0.02	291.58
	STANDARD	Level 2 (low)	6.7	CHARGEPOINT	CT4000	26,919	90,448	0.01	0.00	0.00	0.01	38.49	0.05	0.07	0.00	0.02	291.58
	STANDARD	Level 2 (low)	6.7	CHARGEPOINT	CT4000	26,919	90,448	0.01	0.00	0.00	0.01	38.49	0.05	0.07	0.00	0.02	291.58
	STANDARD	Level 2 (low)	6.7	CHARGEPOINT	CT4000	26,919	90,448	0.01	0.00	0.00	0.01	38.49	0.05	0.07	0.00	0.02	291.58
	STANDARD	Level 2 (low)	6.7	CHARGEPOINT	CT4000	26,919	90,448	0.01	0.00	0.00	0.01	38.49	0.05	0.07	0.00	0.02	291.58
	STANDARD	Level 2 (low)	6.7	CHARGEPOINT	CT4000	26,919	90,448	0.01	0.00	0.00	0.01	38.49	0.05	0.07	0.00	0.02	291.58
	STANDARD	Level 2 (low)	6.7	CHARGEPOINT	CT4000	26,919	90,448	0.01	0.00	0.00	0.01	38.49	0.05	0.07	0.00	0.02	291.58
		TOTALS				**269,189**	**904,476**										

Cost-Effectiveness Results	Annual	Lifetime	
1. ROG Emissions Reduced	0.0413	0.1240	Tons
2. NOx Emissions Reduced	0.0706	0.2119	Tons
3. PM Emissions Reduced	0.0061	0.0183	Tons
4. Weighted PM Emissions Reduced	0.0300	0.0901	Weighted Tons
5. CO2 Emissions Reduced	252.3279	756.9838	Tons
6. Total Criterial Emission Reductions	0.1181	0.3542	Tons
7. TFCA Unweighted Cost Effectiveness		$ 592,964	/ton
8. TFCA Weighted Cost Effectiveness		**$ 493,007**	**/weighted ton**

Continued from above table

Emissions Reduction Calculations				
Step 1 - Emissions of discplaced conventional vehicles				
Emission Reductions (g/yr)				
ROG	NOx	Exhaust	PM10 Other	CO2
3,750.45	6,406.47	114.28	438.20	22,890,811
3,750.45	6,406.47	114.28	438.20	22,890,811
3,750.45	6,406.47	114.28	438.20	22,890,811
3,750.45	6,406.47	114.28	438.20	22,890,811
3,750.45	6,406.47	114.28	438.20	22,890,811
3,750.45	6,406.47	114.28	438.20	22,890,811
3,750.45	6,406.47	114.28	438.20	22,890,811
3,750.45	6,406.47	114.28	438.20	22,890,811
3,750.45	6,406.47	114.28	438.20	22,890,811
3,750.45	6,406.47	114.28	438.20	22,890,811
37,505	**64,065**	**1,143**	**4,382**	**228,908,113**

Provide all assumptions, rationales, and references for figures used in calculations.

Conversion Factors

Grams per Ton	907185	grams/ton'
Miles / kWh	3.36	miles/kWh
ROG split	86%	From EMFAC 2014 CY2017 MDYR2017 vehicles, split of ROG and NOx emissions
NOX split	14%	

PROJECT INFORMATION FORM

A. Project Number: 26SM06

B. Project Title: Public Works Fleet Electrification

C. TFCA Program Manager Funds Allocated: $380,496

D. TFCA Regional Funds Awarded (if applicable): n/a

E. Total TFCA Funds Allocated (sum of C and D): $380,496

F. Total Project Cost: $965,000

G. Project Description:

Project Sponsor will replace 15 light to mid-duty ICE vehicles (from 1999 to 2010) with EVs. These vehicles are owned and operated by the Department of Public Works Facilities and Vehicle and Equipment Services divisions. Facilities vehicles are used to drive around the region to maintain County facilities and equipment. Motorpool vehicles are shared vehicles for employees who need transportation for work purposes, particularly when their departments do not have dedicated vehicles.

This work furthers efforts to meet the 2021 San Mateo County Board of Supervisors adopted Government Operations Climate Action Plan (GOCAP), directive that departments to electrify 100% of light- and medium duty fleets by 2035.

H. Final Report Content: Final Report form and final Cost Effectiveness Worksheet
Final Report Form 2, Clean Air Vehicle/Infrastructure Final Report

VEHICLE 14,000 lbs & LESS PROJECTS
FYE 2026 TFCA 40% Fund Worksheet
Version 2026, Updated 1/6/25

General Information Tab: Complete areas shaded in yellow.

Project Number (26XXXYY)	26SM06
Project Title	Public Works Fleet Electrification
Project Type Code (e.g., 7a)	4b
Project Description	The County of San Mateo is requesting funds to purchase 14 electric vehicles for the Department of Public Works.
County (2-3 character abbreviation)	SMC
Worksheet Calculated By	Zoe van Duivenbode
Date of Submission	9/26/2025
Project Sponsor	
Project Sponsor Organization	County of San Mateo
Public Agency? (Y or N)	Y
Contact Name	Edwin Alvarez
Email Address	edalvarez@smcgov.org
Phone Number	650-599-7254
Mailing Address	752 Chestnut St.
City	Redwood City
State	CA
Zip	94063
Project Schedule	
Project Start Date	12/1/2025
Project Completion Date	12/1/2027

VEHICLE 14,000 lbs & LESS PROJECTS

FYE 2026 TFCA 40% Fund Worksheet

Version 2026, Updated 1/6/25

Calculations Tab: Complete areas shaded in yellow only.

Cost Effectiveness Inputs			
# Years Effectiveness:	4		
Total Project Cost:	$965,000		
TFCA Cost 40%:	$380,496		
TFCA Cost 60%:	N/A	**TFCA Regional Fund Proj. #:**	N/A
***Total TFCA Cost:**	$380,496	***Should equal Total Amount Requested column (in table below)**	

Emission Reduction Calculations

Purchase/Lease of New Vehicles

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U
Vehicle	**Unit #/ID**	**Incremental Cost**	**Amount Requested**	**Baseline Fuel Type**	**Vehicle Class**	**Avg Annual Miles**	**Vehicle Purchase Year**	**Baseline Emissions Standard - See Emission Factors Table (gr/mi)**				**Proposed Clean Vehicle Emission Standard. - See Emission Factors Table (gr/mi)**				**Emission Reductions (gr/yr)**				**Cost-Effectiveness ($ / weighted ton)**
Vehicle								ROG	NOX	PM10	CO2	ROG	NOX	PM10	CO2	ROG	NOX	PM10	CO2	
SAMPLE	BEV #1	$4,000	**$500**	Gasoline	Passenger Vehicle	12,000	2020	0.0203	0.0205	0.0009	195.8578	0.0000	0.0000	0.0000	0.0000	243	246	10	2,350,294	$162,650
1	85646	**$40,936**	**$40,896**	Gasoline	Medium Duty Vehicle	5885	1999	1.320	1.631	0.0040	492	0.00	0.00	0.00	0.00	7,770	9,600	23	2,896,383	$520,000
2	85647	**$40,936**	**$15,476**	Gasoline	Medium Duty Vehicle	2227	1999	1.320	1.631	0.0040	492	0.00	0.00	0.00	0.00	2,940	3,633	9	1,096,048	$520,000
3	85663	**$40,936**	**$22,585**	Gasoline	Medium Duty Vehicle	3250	1999	1.320	1.631	0.0040	492	0.00	0.00	0.00	0.00	4,291	5,302	13	1,599,532	$520,000
4	88285	**$38,812**	**$18,203**	Gasoline	ght Heavy Duty Truck	2873	2007	0.418	1.604	0.0371	928	0.00	0.00	0.00	0.00	1,201	4,607	107	2,666,560	$520,000
5	88286	**$38,812**	**$25,781**	Gasoline	ght Heavy Duty Truck	4069	2007	0.418	1.604	0.0371	928	0.00	0.00	0.00	0.00	1,702	6,525	151	3,776,622	$520,000
6	87741	**$40,933**	**$30,174**	Gasoline	ght Heavy Duty Truck	3047	2006	0.609	2.347	0.0681	882	0.00	0.00	0.00	0.00	1,856	7,152	208	2,686,809	$520,000
7	86179	**$41,226**	**$29,068**	Gasoline	Medium Duty Vehicle	4135	2001	1.336	1.652	0.0039	549	0.00	0.00	0.00	0.00	5,525	6,832	16	2,270,847	$520,000
8	89144	**$142,981**	**$36,182**	Gasoline	ght Heavy Duty Truck	15005	2010	0.181	0.605	0.0133	818	0.00	0.00	0.00	0.00	2,710	9,081	199	12,269,901	$520,000
9	84644	**$46,864**	**$12,823**	Gasoline	Medium Duty Vehicle	1853	1996	1.341	1.598	0.004	492	0.00	0.00	0.00	0	2,484	2,960	7	912,491	$520,000
10	86905	**$43,996**	**$44,939**	Gasoline	Medium Duty Vehicle	6642	2002	1.292	1.582	0.004	549	0.00	0.000	0.000	0	8,582	10,505	26	3,645,669	$520,000
11	86590	**$32,359**	**$10,203**	Gasoline	Medium Duty Vehicle	1508	2002	1.292	1.582	0.004	549	0.00	0.000	0.000	0	1,948	2,385	6	827,713	$520,000
12	86640	**$49,193**	**$40,970**	Gasoline	Light Duty Truck	9274	2002	0.908	0.942	0.004	468	0.00	0.000	0.000	0	8,422	8,735	36	4,336,721	$520,000
13	86606	**$43,995**	**$25,724**	Gasoline	Medium Duty Vehicle	3802	2002	1.292	1.582	0.004	549	0.00	0.000	0.000	0	4,912	6,013	15	2,086,846	$520,000
14	86113	**$39,466**	**$27,472**	Gasoline	ght Heavy Duty Truck	2639	2002	0.643	3.328	0.028	879	0.00	0.000	0.000	0	1,697	8,784	75	2,318,702	$520,000
15																0	0	0	0	#DIV/0!
	*** Total Amount Requested**		**$380,496**												**Totals**	**56,042**	**92,116**	**890**	**43,390,844**	

Cost-Effectiveness Results for Entire Project		Annual	Lifetime	
1	ROG Emissions Reduced	0.062	0.247	Tons
2	NOx Emissions Reduced	0.102	0.406	Tons
3	PM Emissions Reduced	0.001	0.004	Tons
4	Weighted PM Emissions Reduced	0.020	0.078	Tons
5	CO2 Emissions Reduced	47.83	191.32	Tons
6	Unweighted Emission Reductions (ROG, NOx & PM)	0.16	0.66	Tons
7	Unweighted TFCA Cost Effectiveness (ROG, NOx & PM)		$578,985	/Ton
8	**TFCA Project Cost - Cost Effectiveness (ROG, NOx & Weighted PM)**		**$520,000**	/Ton