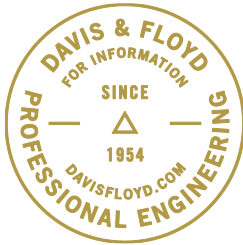


Appendix 6-F: Energy Use Evaluation

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| Energy Use - British Thermal Units (BTU) | | Alt B-1: US 78/Mtg BRT | | | Alt B-3: US 78/EB BRT | | | Alt C-1: US 176/Mtg BRT | | | Alt C-3: US 176/EB BRT | | | Alt D-1: Dorch/Mtg BRT | | | Alt D-3: Dorch/EB BRT | | |
|--|---------------------------------------|-------------------------|------------------------------------|----------------------|-------------------------|------------------------------------|----------------------|-------------------------|------------------------------------|----------------------|-------------------------|------------------------------------|----------------------|-------------------------|------------------------------------|----------------------|-------------------------|------------------------------------|----------------------|
| Mode/Technology | Conversion Factor: Emissions (kg)/VMT | VMT Decrease (Increase) | Emissions Decrease (Increase) (kg) | Value of Improvement | VMT Decrease (Increase) | Emissions Decrease (Increase) (kg) | Value of Improvement | VMT Decrease (Increase) | Emissions Decrease (Increase) (kg) | Value of Improvement | VMT Decrease (Increase) | Emissions Decrease (Increase) (kg) | Value of Improvement | VMT Decrease (Increase) | Emissions Decrease (Increase) (kg) | Value of Improvement | VMT Decrease (Increase) | Emissions Decrease (Increase) (kg) | Value of Improvement |
| Automobile | 0.007559 | 6847855 | 51762.93595 | \$89,032.25 | 6,626,481 | 50089.56988 | \$86,154.06 | 3,665,676 | 27708.84488 | \$47,659.21 | 3,477,537 | 26286.70218 | \$45,213.13 | 5,629,431 | 42552.86893 | \$73,190.93 | 5,518,744 | 41716.1859 | \$71,751.84 |
| Diesel Bus | 0.041436 | 0 | 0 | \$0.00 | 0 | 0 | \$0.00 | 0 | 0 | \$0.00 | 0 | 0 | \$0.00 | 0 | 0 | \$0.00 | 0 | 0 | \$0.00 |
| Hybrid Bus | 0.033149 | -1096830.86 | -36358.84618 | (\$56,719.80) | -1,137,759 | -37715.57773 | (\$58,836.30) | -1,017,562 | -33731.15346 | (\$52,620.60) | -1,058,490 | -35087.88501 | (\$54,737.10) | -1,201,504 | -39828.64814 | (\$62,132.69) | -1,242,432 | -41185.37969 | (\$64,249.19) |
| CNG Bus | | | | | | | | | | | | | | | | | | | |
| Electric Bus | | | | | | | | | | | | | | | | | | | |
| Heavy Rail | | | | | | | | | | | | | | | | | | | |
| Light Rail/Street Car (CART Miles) | | | | | | | | | | | | | | | | | | | |
| Commuter Rail (Diesel Locomotive or DMU) | 0.096138 | 0 | 0 | \$0.00 | 0 | 0 | \$0.00 | 0 | 0 | \$0.00 | 0 | 0 | \$0.00 | 0 | 0 | \$0.00 | 0 | 0 | \$0.00 |
| Commuter Rail (Used Diesel Locomotive) | 0.096138 | 0 | 0 | \$0.00 | 0 | 0 | \$0.00 | 0 | 0 | \$0.00 | 0 | 0 | \$0.00 | 0 | 0 | \$0.00 | 0 | 0 | \$0.00 |
| Commuter Rail (Electric or EMU) | | | | | | | | | | | | | | | | | | | |
| Total Change | --- | 5751024.14 | 15404.08977 | \$32,312.45 | 5488721.86 | 12373.99215 | \$27,317.76 | 2,648,114 | -6022.308572 | (\$4,961.39) | 2,419,047 | -8801.182827 | (\$9,523.97) | 4,427,927 | 2724.220789 | \$11,058.24 | 4,276,312 | 530.806202 | \$7,502.65 |

| Energy Use - British Thermal Units (BTU) | | Alt B-2: US 78/Mtg LRT | | | Alt B-4: US 78/EB LRT | | | Alt C-2: US 176/Mtg LRT | | | Alt C-4: US 176/EB LRT | | | Alt D-2: Dorch/Mtg LRT | | | Alt D-4: Dorch/EB LRT | | |
|--|---------------------------------------|-------------------------|------------------------------------|----------------------|-------------------------|------------------------------------|----------------------|-------------------------|------------------------------------|----------------------|-------------------------|------------------------------------|----------------------|-------------------------|------------------------------------|----------------------|-------------------------|------------------------------------|----------------------|
| Mode/Technology | Conversion Factor: Emissions (kg)/VMT | VMT Decrease (Increase) | Emissions Decrease (Increase) (kg) | Value of Improvement | VMT Decrease (Increase) | Emissions Decrease (Increase) (kg) | Value of Improvement | VMT Decrease (Increase) | Emissions Decrease (Increase) (kg) | Value of Improvement | VMT Decrease (Increase) | Emissions Decrease (Increase) (kg) | Value of Improvement | VMT Decrease (Increase) | Emissions Decrease (Increase) (kg) | Value of Improvement | VMT Decrease (Increase) | Emissions Decrease (Increase) (kg) | Value of Improvement |
| Automobile | 0.007559 | 11,689,472 | 88360.71885 | \$151,980.44 | 11,196,727 | 84636.05939 | \$145,574.02 | 6,873,865 | 51959.54554 | \$89,370.42 | 6,641,509 | 50203.16653 | \$86,349.45 | 9,223,435 | 69719.94517 | \$119,918.31 | 8,898,021 | 67260.14074 | \$115,687.44 |
| Diesel Bus | 0.041436 | 0 | 0 | \$0.00 | 0 | 0 | \$0.00 | 0 | 0 | \$0.00 | 0 | 0 | \$0.00 | 0 | 0 | \$0.00 | 0 | 0 | \$0.00 |
| Hybrid Bus | 0.033149 | 0 | 0 | \$0.00 | 0 | 0 | \$0.00 | 0 | 0 | \$0.00 | 0 | 0 | \$0.00 | 0 | 0 | \$0.00 | 0 | 0 | \$0.00 |
| CNG Bus | | | | | | | | | | | | | | | | | | | |
| Electric Bus | | | | | | | | | | | | | | | | | | | |
| Heavy Rail | | | | | | | | | | | | | | | | | | | |
| Light Rail/Street Car (CART Miles) | | | | | | | | | | | | | | | | | | | |
| Commuter Rail (Diesel Locomotive or DMU) | 0.096138 | 0 | 0 | \$0.00 | 0 | 0 | \$0.00 | 0 | 0 | \$0.00 | 0 | 0 | \$0.00 | 0 | 0 | \$0.00 | 0 | 0 | \$0.00 |
| Commuter Rail (Used Diesel Locomotive) | 0.096138 | 0 | 0 | \$0.00 | 0 | 0 | \$0.00 | 0 | 0 | \$0.00 | 0 | 0 | \$0.00 | 0 | 0 | \$0.00 | 0 | 0 | \$0.00 |
| Commuter Rail (Electric or EMU) | | | | | | | | | | | | | | | | | | | |
| Total Change | --- | 11689472 | 88360.71885 | \$151,980.44 | 11,196,727 | 84636.05939 | \$145,574.02 | 6,873,865 | 51959.54554 | \$89,370.42 | 6,641,509 | 50203.16653 | \$86,349.45 | 9,223,435 | 69719.94517 | \$119,918.31 | 8,898,021 | 67260.14074 | \$115,687.44 |

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