

# Santa Ana and Garden Grove Fixed Guideway Corridor

## Appendix Š

### Energy Output Tables



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**Electricity Consumption from Streetcar Operations for the IOS Alternatives**

250	750	187500	187.5 KW per hour of streetcar operation (per streetc
20 miles	per	hour	
9.375 kWh	per	mile	backcheck - max
11250 peak	all streetcars - avg. weekday		backcheck - max
4500 off peak			
15750			
5,307,750	Streetcar Alternative 1 (10/15 headways)		backcheck - max

per LTK Ops Memo

- 7.9 miles per roundtrip
- 12 trips per peak hour (10-minute peak hour headways)
- 8 trips (15-minute peak hour headways)
- 12 peak hours per day
- 6 off peak hours per day
- 144 peak hour roundtrips per weekday
- 48 off peak hour roundtrips per weekday
- 192 trips per weekday annualization factor per LTK Ops. Memo
- 1516.8 vmt per weekday

**511,162** VMT (annual) for the full system  
Streetcar Alternative 1 (10/15 headways)

Source: Salt Lake City, UT Tiger Grant App.

Streetcar

8.1 kWh per vehicle mile

12286 kWh per day in revenue operation

**4,140,409**

4,140,409 Streetcar Alternative 1 (10/15 headways)

Source:

South Sacramento (LRT)

7.5 kWh per vehicle mile

Corridor Phase II FEIS/FEIR

3,833,712 Streetcar Alternative 1 (10/15 headways)

20697.8      20,697,802,640 Orange County Electricity Consumption  
0.02%

**Electricity Consumption from Streetcar Operations for the IOS Alternatives**

250	750	187500	187.5 KW per hour of streetcar operation (per streetc
20 miles	per	hour	
9.375 kWh	per	mile	backcheck - max
11250 peak	all streetcars - avg. weekday		backcheck - max
4500 off peak			
15750			
5,307,750	Streetcar Alternative 1 (10/15 headways)		backcheck - max

per LTK Ops Memo

- 2.28 miles per roundtrip
- 12 trips per peak hour (10-minute peak hour headways)
- 8 trips (15-minute peak hour headways)
- 12 peak hours per day
- 6 off peak hours per day
- 144 peak hour roundtrips per weekday
- 48 off peak hour roundtrips per weekday
- 192 trips per weekday annualization factor per LTK Ops. Memo
- 437.76 vmt per weekday

**147,525** VMT (annual) for the full system  
Streetcar Alternative 1 (10/15 headways)

Source: Salt Lake City, UT Tiger Grant App.

Streetcar

8.1 kWh per vehicle mile

3546 kWh per day in revenue operation

**1,194,953**

1,194,953 Streetcar Alternative 1 (10/15 headways)

Source:

South Sacramento (LRT)

7.5 kWh per vehicle mile

Corridor Phase II FEIS/FEIR

1,106,438 Streetcar Alternative 1 (10/15 headways)

20697.8      20,697,802,640 Orange County Electricity Consumption  
0.01%