

Appendix H: CHP Metrics (by Load Zone) Sensitivity Analysis Data - 1

| Model Run | Load Zone Name | Segment | Potential Capacity | COE | TRC_Cost_Red_Peak | Societal_Cost_Reduce_Peak | TRC_Total_Cost_Red_Peak | Societal_Total_Cost_Reduce_Peak | Tech_Name | Fuel_Type |
|-------------------------|----------------|---------|--------------------|--------|-------------------|---------------------------|-------------------------|---------------------------------|-----------------------------|------------|
| | | | kW | \$/kWh | annual \$/kW | annual \$/kW | Total \$/kW | Total \$/kW | | |
| 1: Thermal Match 0.8 | Newport | 12 | 580 | 0 | 1505 | 1621 | 12813 | 13804 | Reciprocating Engine_Large | Distallate |
| 1: Thermal Match 0.8 | Newport | 11 | 1131 | 0 | 1769 | 1905 | 15064 | 16220 | Reciprocating Engine_Medium | Distallate |
| 1: Thermal Match 0.8 | Newport | 10 | 2899 | 0 | 1624 | 1747 | 13823 | 14874 | Reciprocating Engine_Medium | Distallate |
| 1: Thermal Match 0.8 | Newport | 9 | 2333 | 0 | 1039 | 1117 | 8850 | 9512 | Reciprocating Engine_Large | Distallate |
| 1: Thermal Match 0.8 | Newport | 8 | 1716 | 0 | 1314 | 1411 | 11185 | 12014 | Reciprocating Engine_Medium | Distallate |
| 1: Thermal Match 0.8 | Newport | 7 | 1923 | 0 | 1314 | 1411 | 11185 | 12014 | Reciprocating Engine_Medium | Distallate |
| 1: Thermal Match 0.8 | Newport | 6 | 565 | 0 | 2342 | 2521 | 19938 | 21466 | Reciprocating Engine_Small | Distallate |
| 1: Thermal Match 0.8 | Newport | 5 | 2342 | 0 | 1767 | 1902 | 15042 | 16195 | Reciprocating Engine_Medium | Distallate |
| 1: Thermal Match 0.8 | Newport | 4 | 1221 | 0 | 1630 | 1754 | 13877 | 14933 | Reciprocating Engine_Medium | Distallate |
| 1: Thermal Match 0.8 | Newport | 3 | 854 | 0 | 1412 | 1517 | 12018 | 12917 | Reciprocating Engine_Medium | Distallate |
| 1: Thermal Match 0.8 | Newport | 2 | 1856 | 0 | 1314 | 1411 | 11185 | 12014 | Reciprocating Engine_Medium | Distallate |
| 1: Thermal Match 0.8 | Newport | 1 | 1194 | 0 | 1314 | 1411 | 11185 | 12014 | Reciprocating Engine_Medium | Distallate |
| 2: Thermal Match 0.5 | Newport | 12 | 580 | 0 | 1505 | 1621 | 12813 | 13804 | Reciprocating Engine_Large | Distallate |
| 2: Thermal Match 0.5 | Newport | 11 | 1131 | 0 | 1769 | 1905 | 15064 | 16220 | Reciprocating Engine_Medium | Distallate |
| 2: Thermal Match 0.5 | Newport | 10 | 2899 | 0 | 1624 | 1747 | 13823 | 14874 | Reciprocating Engine_Medium | Distallate |
| 2: Thermal Match 0.5 | Newport | 9 | 2333 | 0 | 1244 | 1339 | 10589 | 11397 | Reciprocating Engine_Large | Distallate |
| 2: Thermal Match 0.5 | Newport | 8 | 1716 | 0 | 1579 | 1698 | 13440 | 14459 | Reciprocating Engine_Medium | Distallate |
| 2: Thermal Match 0.5 | Newport | 7 | 1923 | 0 | 1579 | 1698 | 13440 | 14459 | Reciprocating Engine_Medium | Distallate |
| 2: Thermal Match 0.5 | Newport | 6 | 565 | 0 | 2342 | 2521 | 19938 | 21466 | Reciprocating Engine_Small | Distallate |
| 2: Thermal Match 0.5 | Newport | 5 | 2342 | 0 | 1767 | 1902 | 15042 | 16195 | Reciprocating Engine_Medium | Distallate |
| 2: Thermal Match 0.5 | Newport | 4 | 1221 | 0 | 1630 | 1754 | 13877 | 14933 | Reciprocating Engine_Medium | Distallate |
| 2: Thermal Match 0.5 | Newport | 3 | 854 | 0 | 1579 | 1698 | 13440 | 14459 | Reciprocating Engine_Medium | Distallate |
| 2: Thermal Match 0.5 | Newport | 2 | 1856 | 0 | 1579 | 1698 | 13440 | 14459 | Reciprocating Engine_Medium | Distallate |
| 2: Thermal Match 0.5 | Newport | 1 | 1194 | 0 | 1579 | 1698 | 13440 | 14459 | Reciprocating Engine_Medium | Distallate |
| 3: Thermal Split = 2/3 | Newport | 12 | 580 | 0 | 977 | 1052 | 8321 | 8953 | Reciprocating Engine_Large | Distallate |
| 3: Thermal Split = 2/3 | Newport | 11 | 1131 | 0 | 1117 | 1200 | 9507 | 10217 | Reciprocating Engine_Medium | Distallate |
| 3: Thermal Split = 2/3 | Newport | 10 | 2899 | 0 | 971 | 1042 | 8265 | 8871 | Reciprocating Engine_Medium | Distallate |
| 3: Thermal Split = 2/3 | Newport | 9 | 2333 | 0 | 590 | 632 | 5024 | 5382 | Reciprocating Engine_Large | Distallate |
| 3: Thermal Split = 2/3 | Newport | 8 | 1716 | 0 | 779 | 834 | 6629 | 7098 | Reciprocating Engine_Medium | Distallate |
| 3: Thermal Split = 2/3 | Newport | 7 | 1923 | 0 | 779 | 834 | 6629 | 7098 | Reciprocating Engine_Medium | Distallate |
| 3: Thermal Split = 2/3 | Newport | 6 | 565 | 0 | 1559 | 1676 | 13275 | 14269 | Reciprocating Engine_Small | Distallate |
| 3: Thermal Split = 2/3 | Newport | 5 | 2342 | 0 | 1114 | 1197 | 9484 | 10192 | Reciprocating Engine_Medium | Distallate |
| 3: Thermal Split = 2/3 | Newport | 4 | 1221 | 0 | 977 | 1049 | 8320 | 8930 | Reciprocating Engine_Medium | Distallate |
| 3: Thermal Split = 2/3 | Newport | 3 | 854 | 0 | 779 | 834 | 6629 | 7098 | Reciprocating Engine_Medium | Distallate |
| 3: Thermal Split = 2/3 | Newport | 2 | 1856 | 0 | 779 | 834 | 6629 | 7098 | Reciprocating Engine_Medium | Distallate |
| 3: Thermal Split = 2/3 | Newport | 1 | 1194 | 0 | 779 | 834 | 6629 | 7098 | Reciprocating Engine_Medium | Distallate |
| 4: Thermal Split = 7/12 | Newport | 12 | 546 | 0 | 832 | 893 | 7084 | 7604 | Reciprocating Engine_Large | Distallate |
| 4: Thermal Split = 7/12 | Newport | 11 | 1131 | 0 | 953 | 1024 | 8117 | 8716 | Reciprocating Engine_Medium | Distallate |
| 4: Thermal Split = 7/12 | Newport | 10 | 2899 | 0 | 808 | 866 | 6875 | 7370 | Reciprocating Engine_Medium | Distallate |
| 4: Thermal Split = 7/12 | Newport | 9 | 2333 | 0 | 521 | 558 | 4438 | 4752 | Reciprocating Engine_Large | Distallate |
| 4: Thermal Split = 7/12 | Newport | 8 | 1716 | 0 | 689 | 737 | 5866 | 6276 | Reciprocating Engine_Medium | Distallate |
| 4: Thermal Split = 7/12 | Newport | 7 | 1923 | 0 | 689 | 737 | 5866 | 6276 | Reciprocating Engine_Medium | Distallate |
| 4: Thermal Split = 7/12 | Newport | 6 | 565 | 0 | 1364 | 1465 | 11610 | 12470 | Reciprocating Engine_Small | Distallate |
| 4: Thermal Split = 7/12 | Newport | 5 | 2342 | 0 | 951 | 1021 | 8094 | 8692 | Reciprocating Engine_Medium | Distallate |
| 4: Thermal Split = 7/12 | Newport | 4 | 1221 | 0 | 814 | 873 | 6930 | 7430 | Reciprocating Engine_Medium | Distallate |

| Model Run | Load Zone Name | Segment | Potential Capacity | COE | TRC_Cost_Red_Peak | Societal_Cost_Reduce_Peak | TRC_Total_Cost_Red_Peak | Societal_Total_Cost_Reduce_Peak | Tech_Name | Fuel_Type |
|--|----------------|---------|--------------------|--------|-------------------|---------------------------|-------------------------|---------------------------------|-----------------------------|------------|
| | | | kW | \$/kWh | annual \$/kW | annual \$/kW | Total \$/kW | Total \$/kW | | |
| 4: Thermal Split = 7/12 | Newport | 3 | 854 | 0 | 689 | 737 | 5866 | 6276 | Reciprocating Engine_Medium | Distallate |
| 4: Thermal Split = 7/12 | Newport | 2 | 1856 | 0 | 689 | 737 | 5866 | 6276 | Reciprocating Engine_Medium | Distallate |
| 4: Thermal Split = 7/12 | Newport | 1 | 1194 | 0 | 689 | 737 | 5866 | 6276 | Reciprocating Engine_Medium | Distallate |
| 5: Thermal Match .8, Thermal Split=7/12 | Newport | 12 | 546 | 0 | 832 | 893 | 7084 | 7604 | Reciprocating Engine_Large | Distallate |
| 5: Thermal Match .8, Thermal Split=7/12 | Newport | 11 | 1131 | 0 | 953 | 1024 | 8117 | 8716 | Reciprocating Engine_Medium | Distallate |
| 5: Thermal Match .8, Thermal Split=7/12 | Newport | 10 | 2899 | 0 | 808 | 866 | 6875 | 7370 | Reciprocating Engine_Medium | Distallate |
| 5: Thermal Match .8, Thermal Split=7/12 | Newport | 9 | 2333 | 0 | 610 | 654 | 5190 | 5566 | Reciprocating Engine_Large | Distallate |
| 5: Thermal Match .8, Thermal Split=7/12 | Newport | 8 | 1716 | 0 | 792 | 849 | 6743 | 7227 | Reciprocating Engine_Medium | Distallate |
| 5: Thermal Match .8, Thermal Split=7/12 | Newport | 7 | 1923 | 0 | 792 | 849 | 6743 | 7227 | Reciprocating Engine_Medium | Distallate |
| 5: Thermal Match .8, Thermal Split=7/12 | Newport | 6 | 565 | 0 | 1364 | 1465 | 11610 | 12470 | Reciprocating Engine_Small | Distallate |
| 5: Thermal Match .8, Thermal Split=7/12 | Newport | 5 | 2342 | 0 | 951 | 1021 | 8094 | 8692 | Reciprocating Engine_Medium | Distallate |
| 5: Thermal Match .8, Thermal Split=7/12 | Newport | 4 | 1221 | 0 | 814 | 873 | 6930 | 7430 | Reciprocating Engine_Medium | Distallate |
| 5: Thermal Match .8, Thermal Split=7/12 | Newport | 3 | 854 | 0 | 792 | 849 | 6743 | 7227 | Reciprocating Engine_Medium | Distallate |
| 5: Thermal Match .8, Thermal Split=7/12 | Newport | 2 | 1856 | 0 | 792 | 849 | 6743 | 7227 | Reciprocating Engine_Medium | Distallate |
| 5: Thermal Match .8, Thermal Split=7/12 | Newport | 1 | 1194 | 0 | 792 | 849 | 6743 | 7227 | Reciprocating Engine_Medium | Distallate |
| 6: Size Fixed @ Peak Load | Newport | 12 | 580 | 0 | 1505 | 1621 | 12813 | 13804 | Reciprocating Engine_Large | Distallate |
| 6: Size Fixed @ Peak Load | Newport | 11 | 1131 | 0 | 1769 | 1905 | 15064 | 16220 | Reciprocating Engine_Medium | Distallate |
| 6: Size Fixed @ Peak Load | Newport | 10 | 2899 | 0 | 1624 | 1747 | 13823 | 14874 | Reciprocating Engine_Medium | Distallate |
| 6: Size Fixed @ Peak Load | Newport | 9 | 2333 | 0 | 1039 | 1117 | 8850 | 9512 | Reciprocating Engine_Large | Distallate |
| 6: Size Fixed @ Peak Load | Newport | 8 | 1716 | 0 | 1137 | 1220 | 9681 | 10385 | Reciprocating Engine_Medium | Distallate |
| 6: Size Fixed @ Peak Load | Newport | 7 | 1923 | 0 | 1137 | 1220 | 9681 | 10385 | Reciprocating Engine_Medium | Distallate |
| 6: Size Fixed @ Peak Load | Newport | 6 | 565 | 0 | 2342 | 2521 | 19938 | 21466 | Reciprocating Engine_Small | Distallate |
| 6: Size Fixed @ Peak Load | Newport | 5 | 2342 | 0 | 1767 | 1902 | 15042 | 16195 | Reciprocating Engine_Medium | Distallate |
| 6: Size Fixed @ Peak Load | Newport | 4 | 1221 | 0 | 1630 | 1754 | 13877 | 14933 | Reciprocating Engine_Medium | Distallate |
| 6: Size Fixed @ Peak Load | Newport | 3 | 854 | 0 | 1412 | 1517 | 12018 | 12917 | Reciprocating Engine_Medium | Distallate |
| 6: Size Fixed @ Peak Load | Newport | 2 | 1856 | 0 | 1137 | 1220 | 9681 | 10385 | Reciprocating Engine_Medium | Distallate |
| 6: Size Fixed @ Peak Load | Newport | 1 | 1194 | 0 | 1137 | 1220 | 9681 | 10385 | Reciprocating Engine_Medium | Distallate |
| 7: Size to Thermal, Constrained by Peak Load | Newport | 12 | 546 | 0 | 1497 | 1610 | 12747 | 13706 | Reciprocating Engine_Large | Distallate |
| 7: Size to Thermal, Constrained by Peak Load | Newport | 11 | 321 | 0 | 1137 | 1183 | 9681 | 10071 | Reciprocating Engine_Medium | Distallate |
| 7: Size to Thermal, Constrained by Peak Load | Newport | 10 | 1302 | 0 | 1137 | 1191 | 9681 | 10139 | Reciprocating Engine_Medium | Distallate |
| 7: Size to Thermal, Constrained by Peak Load | Newport | 9 | 1796 | 0 | 865 | 916 | 7367 | 7801 | Reciprocating Engine_Large | Distallate |
| 7: Size to Thermal, Constrained by Peak Load | Newport | 8 | 1716 | 0 | 1137 | 1220 | 9681 | 10385 | Reciprocating Engine_Medium | Distallate |
| 7: Size to Thermal, Constrained by Peak Load | Newport | 7 | 1923 | 0 | 1137 | 1220 | 9681 | 10385 | Reciprocating Engine_Medium | Distallate |
| 7: Size to Thermal, Constrained by Peak Load | Newport | 6 | 72 | 0 | 1624 | 1703 | 13823 | 14500 | Reciprocating Engine_Small | Distallate |
| 7: Size to Thermal, Constrained by Peak Load | Newport | 5 | 1375 | 0 | 1588 | 1687 | 13523 | 14363 | Reciprocating Engine_Medium | Distallate |
| 7: Size to Thermal, Constrained by Peak Load | Newport | 4 | 1008 | 0 | 1548 | 1656 | 13178 | 14096 | Reciprocating Engine_Medium | Distallate |
| 7: Size to Thermal, Constrained by Peak Load | Newport | 3 | 698 | 0 | 1275 | 1359 | 10852 | 11571 | Reciprocating Engine_Medium | Distallate |
| 7: Size to Thermal, Constrained by Peak Load | Newport | 2 | 1856 | 0 | 1137 | 1220 | 9681 | 10385 | Reciprocating Engine_Medium | Distallate |
| 7: Size to Thermal, Constrained by Peak Load | Newport | 1 | 1194 | 0 | 1137 | 1220 | 9681 | 10385 | Reciprocating Engine_Medium | Distallate |

Appendix H: CHP Metrics (by Load Zone) Sensitivity Analysis Data - 3

| Model Run | Load Zone Name | Segment | Potential Capacity | COE | TRC_Cost_Red_Peak | Societal_Cost_Reduce_Peak | TRC_Total_Cost_Red_Peak | Societal_Total_Cost_Reduce_Peak | Tech_Name | Fuel_Type | |
|-------------------------|----------------|---------|--------------------|--------|-------------------|---------------------------|-------------------------|---------------------------------|-----------|---|-----------------|
| | | | kW | \$/kWh | annual \$/kW | annual \$/kW | Total \$/kW | Total \$/kW | | | |
| 1: Thermal Match 0.8 | St. Albans | | 12 | 459 | 0 | 154 | 138 | 1311 | 1171 | Steam Turbine Generators_New Boiler/STG | Natural Gas LDC |
| 1: Thermal Match 0.8 | St. Albans | | 11 | 6556 | 0 | 340 | 406 | 2898 | 3456 | Reciprocating Engine_Medium | Natural Gas LDC |
| 1: Thermal Match 0.8 | St. Albans | | 10 | 765 | 0 | 133 | 123 | 1132 | 1045 | Steam Turbine Generators_New Boiler/STG | Natural Gas LDC |
| 1: Thermal Match 0.8 | St. Albans | | 9 | 2079 | 0 | 114 | 100 | 973 | 855 | Steam Turbine Generators_New Boiler/STG | Natural Gas LDC |
| 1: Thermal Match 0.8 | St. Albans | | 8 | 306 | 0 | 114 | 93 | 973 | 790 | Steam Turbine Generators_New Boiler/STG | Natural Gas LDC |
| 1: Thermal Match 0.8 | St. Albans | | 7 | 1071 | 0 | 114 | 93 | 973 | 792 | Steam Turbine Generators_New Boiler/STG | Natural Gas LDC |
| 1: Thermal Match 0.8 | St. Albans | | 6 | 799 | 0 | 592 | 683 | 5037 | 5818 | Reciprocating Engine_Small | Natural Gas LDC |
| 1: Thermal Match 0.8 | St. Albans | | 5 | 4707 | 0 | 340 | 406 | 2897 | 3454 | Reciprocating Engine_Medium | Natural Gas LDC |
| 1: Thermal Match 0.8 | St. Albans | | 4 | 715 | 0 | 293 | 351 | 2490 | 2989 | Reciprocating Engine_Medium | Natural Gas LDC |
| 1: Thermal Match 0.8 | St. Albans | | 3 | 935 | 0 | 211 | 258 | 1799 | 2198 | Reciprocating Engine_Medium | Natural Gas LDC |
| 1: Thermal Match 0.8 | St. Albans | | 2 | 2768 | 0 | 174 | 215 | 1481 | 1834 | Reciprocating Engine_Medium | Natural Gas LDC |
| 1: Thermal Match 0.8 | St. Albans | | 1 | 1281 | 0 | 174 | 215 | 1481 | 1834 | Reciprocating Engine_Medium | Natural Gas LDC |
| 2: Thermal Match 0.5 | St. Albans | | 12 | 3769 | 0 | 387 | 459 | 3295 | 3910 | Reciprocating Engine_Medium | Natural Gas LDC |
| 2: Thermal Match 0.5 | St. Albans | | 11 | 6556 | 0 | 340 | 406 | 2898 | 3456 | Reciprocating Engine_Medium | Natural Gas LDC |
| 2: Thermal Match 0.5 | St. Albans | | 10 | 2053 | 0 | 287 | 344 | 2441 | 2933 | Reciprocating Engine_Medium | Natural Gas LDC |
| 2: Thermal Match 0.5 | St. Albans | | 9 | 5842 | 0 | 271 | 326 | 2305 | 2777 | Reciprocating Engine_Medium | Natural Gas LDC |
| 2: Thermal Match 0.5 | St. Albans | | 8 | 1827 | 0 | 271 | 326 | 2305 | 2777 | Reciprocating Engine_Medium | Natural Gas LDC |
| 2: Thermal Match 0.5 | St. Albans | | 7 | 6079 | 0 | 271 | 326 | 2305 | 2777 | Reciprocating Engine_Medium | Natural Gas LDC |
| 2: Thermal Match 0.5 | St. Albans | | 6 | 799 | 0 | 592 | 683 | 5037 | 5818 | Reciprocating Engine_Small | Natural Gas LDC |
| 2: Thermal Match 0.5 | St. Albans | | 5 | 4707 | 0 | 340 | 406 | 2897 | 3454 | Reciprocating Engine_Medium | Natural Gas LDC |
| 2: Thermal Match 0.5 | St. Albans | | 4 | 715 | 0 | 293 | 351 | 2490 | 2989 | Reciprocating Engine_Medium | Natural Gas LDC |
| 2: Thermal Match 0.5 | St. Albans | | 3 | 935 | 0 | 271 | 326 | 2305 | 2777 | Reciprocating Engine_Medium | Natural Gas LDC |
| 2: Thermal Match 0.5 | St. Albans | | 2 | 2768 | 0 | 271 | 326 | 2305 | 2777 | Reciprocating Engine_Medium | Natural Gas LDC |
| 2: Thermal Match 0.5 | St. Albans | | 1 | 1281 | 0 | 271 | 326 | 2305 | 2777 | Reciprocating Engine_Medium | Natural Gas LDC |
| 3: Thermal Split = 2/3 | St. Albans | | 12 | 459 | 0 | 90 | 66 | 769 | 560 | Steam Turbine Generators_New Boiler/STG | Natural Gas LDC |
| 3: Thermal Split = 2/3 | St. Albans | | 11 | 529 | 0 | 94 | 87 | 796 | 741 | Reciprocating Engine_Medium | Natural Gas LDC |
| 3: Thermal Split = 2/3 | St. Albans | | 10 | 765 | 0 | 90 | 72 | 769 | 612 | Steam Turbine Generators_New Boiler/STG | Natural Gas LDC |
| 3: Thermal Split = 2/3 | St. Albans | | 9 | 2079 | 0 | 90 | 71 | 769 | 607 | Steam Turbine Generators_New Boiler/STG | Natural Gas LDC |
| 3: Thermal Split = 2/3 | St. Albans | | 8 | 306 | 0 | 90 | 66 | 769 | 564 | Steam Turbine Generators_New Boiler/STG | Natural Gas LDC |
| 3: Thermal Split = 2/3 | St. Albans | | 7 | 1071 | 0 | 90 | 66 | 769 | 565 | Steam Turbine Generators_New Boiler/STG | Natural Gas LDC |
| 3: Thermal Split = 2/3 | St. Albans | | 6 | 799 | 0 | 411 | 470 | 3498 | 3999 | Reciprocating Engine_Small | Natural Gas LDC |
| 3: Thermal Split = 2/3 | St. Albans | | 5 | 4707 | 0 | 217 | 256 | 1846 | 2180 | Reciprocating Engine_Medium | Natural Gas LDC |
| 3: Thermal Split = 2/3 | St. Albans | | 4 | 492 | 0 | 106 | 118 | 900 | 1003 | Reciprocating Engine_Medium | Natural Gas LDC |
| 3: Thermal Split = 2/3 | St. Albans | | 3 | 892 | 0 | 94 | 113 | 796 | 964 | Reciprocating Engine_Medium | Natural Gas LDC |
| 3: Thermal Split = 2/3 | St. Albans | | 2 | 1195 | 0 | 94 | 95 | 796 | 810 | Reciprocating Engine_Medium | Natural Gas LDC |
| 3: Thermal Split = 2/3 | St. Albans | | 1 | 1030 | 0 | 94 | 108 | 796 | 919 | Reciprocating Engine_Medium | Natural Gas LDC |
| 4: Thermal Split = 7/12 | St. Albans | | 12 | 92 | 0 | 90 | 84 | 762 | 714 | Reciprocating Engine_Medium | Natural Gas LDC |
| 4: Thermal Split = 7/12 | St. Albans | | 11 | 529 | 0 | 90 | 84 | 762 | 714 | Reciprocating Engine_Medium | Natural Gas LDC |
| 4: Thermal Split = 7/12 | St. Albans | | 10 | 153 | 0 | 90 | 84 | 762 | 714 | Reciprocating Engine_Medium | Natural Gas LDC |
| 4: Thermal Split = 7/12 | St. Albans | | 9 | 416 | 0 | 90 | 84 | 762 | 714 | Reciprocating Engine_Medium | Natural Gas LDC |
| 4: Thermal Split = 7/12 | St. Albans | | 8 | 107 | 0 | 90 | 84 | 762 | 714 | Reciprocating Engine_Medium | Natural Gas LDC |
| 4: Thermal Split = 7/12 | St. Albans | | 7 | 214 | 0 | 90 | 84 | 762 | 714 | Reciprocating Engine_Medium | Natural Gas LDC |
| 4: Thermal Split = 7/12 | St. Albans | | 6 | 799 | 0 | 366 | 416 | 3113 | 3544 | Reciprocating Engine_Small | Natural Gas LDC |
| 4: Thermal Split = 7/12 | St. Albans | | 5 | 2594 | 0 | 111 | 119 | 947 | 1016 | Reciprocating Engine_Medium | Natural Gas LDC |
| 4: Thermal Split = 7/12 | St. Albans | | 4 | 492 | 0 | 90 | 99 | 762 | 840 | Reciprocating Engine_Medium | Natural Gas LDC |

Appendix H: CHP Metrics (by Load Zone) Sensitivity Analysis Data - 4

| Model Run | Load Zone Name | Segment | Potential Capacity | COE | TRC_Cost_Red_Peak | Societal_Cost_Reduce_Peak | TRC_Total_Cost_Red_Peak | Societal_Total_Cost_Reduce_Peak | Tech_Name | Fuel_Type |
|--|----------------|---------|--------------------|--------|-------------------|---------------------------|-------------------------|---------------------------------|---|-----------------|
| | | | kW | \$/kWh | annual \$/kW | annual \$/kW | Total \$/kW | Total \$/kW | | |
| 4: Thermal Split = 7/12 | St. Albans | 3 | 892 | 0 | 90 | 107 | 762 | 910 | Reciprocating Engine_Medium | Natural Gas LDC |
| 4: Thermal Split = 7/12 | St. Albans | 2 | 1195 | 0 | 90 | 91 | 762 | 774 | Reciprocating Engine_Medium | Natural Gas LDC |
| 4: Thermal Split = 7/12 | St. Albans | 1 | 1030 | 0 | 90 | 102 | 762 | 870 | Reciprocating Engine_Medium | Natural Gas LDC |
| 5: Thermal Match .8, Thermal Split=7/12 | St. Albans | 12 | 92 | 0 | 127 | 127 | 1083 | 1081 | Reciprocating Engine_Medium | Natural Gas LDC |
| 5: Thermal Match .8, Thermal Split=7/12 | St. Albans | 11 | 529 | 0 | 127 | 127 | 1083 | 1081 | Reciprocating Engine_Medium | Natural Gas LDC |
| 5: Thermal Match .8, Thermal Split=7/12 | St. Albans | 10 | 153 | 0 | 127 | 127 | 1083 | 1081 | Reciprocating Engine_Medium | Natural Gas LDC |
| 5: Thermal Match .8, Thermal Split=7/12 | St. Albans | 9 | 416 | 0 | 127 | 127 | 1083 | 1081 | Reciprocating Engine_Medium | Natural Gas LDC |
| 5: Thermal Match .8, Thermal Split=7/12 | St. Albans | 8 | 61 | 0 | 127 | 127 | 1083 | 1081 | Reciprocating Engine_Medium | Natural Gas LDC |
| 5: Thermal Match .8, Thermal Split=7/12 | St. Albans | 7 | 214 | 0 | 127 | 127 | 1083 | 1081 | Reciprocating Engine_Medium | Natural Gas LDC |
| 5: Thermal Match .8, Thermal Split=7/12 | St. Albans | 6 | 799 | 0 | 366 | 416 | 3113 | 3544 | Reciprocating Engine_Small | Natural Gas LDC |
| 5: Thermal Match .8, Thermal Split=7/12 | St. Albans | 5 | 2594 | 0 | 127 | 138 | 1083 | 1171 | Reciprocating Engine_Medium | Natural Gas LDC |
| 5: Thermal Match .8, Thermal Split=7/12 | St. Albans | 4 | 715 | 0 | 138 | 164 | 1177 | 1397 | Reciprocating Engine_Medium | Natural Gas LDC |
| 5: Thermal Match .8, Thermal Split=7/12 | St. Albans | 3 | 935 | 0 | 127 | 151 | 1083 | 1289 | Reciprocating Engine_Medium | Natural Gas LDC |
| 5: Thermal Match .8, Thermal Split=7/12 | St. Albans | 2 | 1195 | 0 | 127 | 134 | 1083 | 1141 | Reciprocating Engine_Medium | Natural Gas LDC |
| 5: Thermal Match .8, Thermal Split=7/12 | St. Albans | 1 | 1281 | 0 | 127 | 151 | 1083 | 1289 | Reciprocating Engine_Medium | Natural Gas LDC |
| 6: Size Fixed @ Peak Load | St. Albans | 12 | 3769 | 0 | 387 | 459 | 3295 | 3910 | Reciprocating Engine_Medium | Natural Gas LDC |
| 6: Size Fixed @ Peak Load | St. Albans | 11 | 6556 | 0 | 340 | 406 | 2898 | 3456 | Reciprocating Engine_Medium | Natural Gas LDC |
| 6: Size Fixed @ Peak Load | St. Albans | 10 | 2053 | 0 | 287 | 344 | 2441 | 2933 | Reciprocating Engine_Medium | Natural Gas LDC |
| 6: Size Fixed @ Peak Load | St. Albans | 9 | 5842 | 0 | 221 | 269 | 1879 | 2290 | Reciprocating Engine_Medium | Natural Gas LDC |
| 6: Size Fixed @ Peak Load | St. Albans | 8 | 1827 | 0 | 104 | 122 | 881 | 1036 | Steam Turbine Generators_New Boiler/STG | Natural Gas LDC |
| 6: Size Fixed @ Peak Load | St. Albans | 7 | 6079 | 0 | 12 | 17 | 103 | 145 | Steam Turbine Generators_New Boiler/STG | Natural Gas LDC |
| 6: Size Fixed @ Peak Load | St. Albans | 6 | 810 | 0 | 714 | 753 | 6080 | 6409 | Fuel Cells_Small | Natural Gas LDC |
| 6: Size Fixed @ Peak Load | St. Albans | 5 | 4707 | 0 | 340 | 406 | 2897 | 3454 | Reciprocating Engine_Medium | Natural Gas LDC |
| 6: Size Fixed @ Peak Load | St. Albans | 4 | 715 | 0 | 293 | 351 | 2490 | 2989 | Reciprocating Engine_Medium | Natural Gas LDC |
| 6: Size Fixed @ Peak Load | St. Albans | 3 | 935 | 0 | 211 | 258 | 1799 | 2198 | Reciprocating Engine_Medium | Natural Gas LDC |
| 6: Size Fixed @ Peak Load | St. Albans | 2 | 2768 | 0 | 109 | 142 | 932 | 1205 | Reciprocating Engine_Medium | Natural Gas LDC |
| 6: Size Fixed @ Peak Load | St. Albans | 1 | 1281 | 0 | 109 | 142 | 932 | 1205 | Reciprocating Engine_Medium | Natural Gas LDC |
| 7: Size to Thermal, Constrained by Peak Load | St. Albans | 12 | 525 | 0 | 109 | 100 | 932 | 850 | Reciprocating Engine_Medium | Natural Gas LDC |
| 7: Size to Thermal, Constrained by Peak Load | St. Albans | 11 | 1861 | 0 | 109 | 105 | 932 | 892 | Reciprocating Engine_Medium | Natural Gas LDC |
| 7: Size to Thermal, Constrained by Peak Load | St. Albans | 10 | 925 | 0 | 109 | 113 | 932 | 960 | Reciprocating Engine_Medium | Natural Gas LDC |
| 7: Size to Thermal, Constrained by Peak Load | St. Albans | 9 | 2417 | 0 | 12 | -14 | 103 | -116 | Steam Turbine Generators_New Boiler/STG | Natural Gas LDC |
| 7: Size to Thermal, Constrained by Peak Load | St. Albans | 8 | 1500 | 0 | 12 | 8 | 103 | 64 | Steam Turbine Generators_New Boiler/STG | Natural Gas LDC |
| 7: Size to Thermal, Constrained by Peak Load | St. Albans | 7 | 6079 | 0 | 12 | 17 | 103 | 145 | Steam Turbine Generators_New Boiler/STG | Natural Gas LDC |
| 7: Size to Thermal, Constrained by Peak Load | St. Albans | 6 | 130 | 0 | 336 | 352 | 2858 | 2997 | Reciprocating Engine_Small | Natural Gas LDC |
| 7: Size to Thermal, Constrained by Peak Load | St. Albans | 5 | 2594 | 0 | 266 | 297 | 2261 | 2525 | Reciprocating Engine_Medium | Natural Gas LDC |
| 7: Size to Thermal, Constrained by Peak Load | St. Albans | 4 | 492 | 0 | 229 | 262 | 1951 | 2231 | Reciprocating Engine_Medium | Natural Gas LDC |
| 7: Size to Thermal, Constrained by Peak Load | St. Albans | 3 | 892 | 0 | 200 | 243 | 1707 | 2071 | Reciprocating Engine_Medium | Natural Gas LDC |
| 7: Size to Thermal, Constrained by Peak Load | St. Albans | 2 | 2768 | 0 | 109 | 142 | 932 | 1205 | Reciprocating Engine_Medium | Natural Gas LDC |
| 7: Size to Thermal, Constrained by Peak Load | St. Albans | 1 | 1281 | 0 | 109 | 142 | 932 | 1205 | Reciprocating Engine_Medium | Natural Gas LDC |

| Model Run | Load Zone Name | Segment | Potential Capacity | COE | TRC_Cost_Red_Peak | Societal_Cost_Reduce_Peak | TRC_Total_Cost_Red_Peak | Societal_Total_Cost_Reduce_Peak | Tech_Name | Fuel_Type |
|--|----------------|---------|--------------------|--------|-------------------|---------------------------|-------------------------|---------------------------------|-----------------------------|------------|
| | | | kW | \$/kWh | annual \$/kW | annual \$/kW | Total \$/kW | Total \$/kW | | |
| 1: Thermal Match 0.8 | Johnson | 7 | 1705 | 0 | 1314 | 1411 | 11185 | 12014 | Reciprocating Engine_Medium | Distillate |
| 1: Thermal Match 0.8 | Johnson | 5 | 2775 | 0 | 1764 | 1900 | 15021 | 16172 | Reciprocating Engine_Medium | Distillate |
| 1: Thermal Match 0.8 | Johnson | 4 | 292 | 0 | 2020 | 2172 | 17196 | 18495 | Reciprocating Engine_Small | Distillate |
| 1: Thermal Match 0.8 | Johnson | 3 | 1170 | 0 | 1810 | 1944 | 15406 | 16554 | Reciprocating Engine_Small | Distillate |
| 1: Thermal Match 0.8 | Johnson | 2 | 334 | 0 | 1778 | 1910 | 15133 | 16258 | Reciprocating Engine_Small | Distillate |
| 1: Thermal Match 0.8 | Johnson | 1 | 2441 | 0 | 1314 | 1411 | 11185 | 12014 | Reciprocating Engine_Medium | Distillate |
| 2: Thermal Match 0.5 | Johnson | 7 | 1705 | 0 | 1579 | 1698 | 13440 | 14459 | Reciprocating Engine_Medium | Distillate |
| 2: Thermal Match 0.5 | Johnson | 5 | 2775 | 0 | 1764 | 1900 | 15021 | 16172 | Reciprocating Engine_Medium | Distillate |
| 2: Thermal Match 0.5 | Johnson | 4 | 292 | 0 | 2029 | 2182 | 17270 | 18574 | Reciprocating Engine_Small | Distillate |
| 2: Thermal Match 0.5 | Johnson | 3 | 1170 | 0 | 2029 | 2182 | 17270 | 18574 | Reciprocating Engine_Small | Distillate |
| 2: Thermal Match 0.5 | Johnson | 2 | 334 | 0 | 2029 | 2182 | 17270 | 18574 | Reciprocating Engine_Small | Distillate |
| 2: Thermal Match 0.5 | Johnson | 1 | 2441 | 0 | 1579 | 1698 | 13440 | 14459 | Reciprocating Engine_Medium | Distillate |
| 3: Thermal Split = 2/3 | Johnson | 7 | 1705 | 0 | 779 | 834 | 6629 | 7098 | Reciprocating Engine_Medium | Distillate |
| 3: Thermal Split = 2/3 | Johnson | 5 | 2775 | 0 | 1111 | 1195 | 9463 | 10170 | Reciprocating Engine_Medium | Distillate |
| 3: Thermal Split = 2/3 | Johnson | 4 | 292 | 0 | 1237 | 1327 | 10534 | 11297 | Reciprocating Engine_Small | Distillate |
| 3: Thermal Split = 2/3 | Johnson | 3 | 1170 | 0 | 1107 | 1185 | 9420 | 10091 | Reciprocating Engine_Small | Distillate |
| 3: Thermal Split = 2/3 | Johnson | 2 | 334 | 0 | 1107 | 1185 | 9420 | 10091 | Reciprocating Engine_Small | Distillate |
| 3: Thermal Split = 2/3 | Johnson | 1 | 2441 | 0 | 779 | 834 | 6629 | 7098 | Reciprocating Engine_Medium | Distillate |
| 4: Thermal Split = 7/12 | Johnson | 7 | 1705 | 0 | 689 | 737 | 5866 | 6276 | Reciprocating Engine_Medium | Distillate |
| 4: Thermal Split = 7/12 | Johnson | 5 | 2775 | 0 | 948 | 1018 | 8073 | 8669 | Reciprocating Engine_Medium | Distillate |
| 4: Thermal Split = 7/12 | Johnson | 4 | 292 | 0 | 1042 | 1116 | 8868 | 9498 | Reciprocating Engine_Small | Distillate |
| 4: Thermal Split = 7/12 | Johnson | 3 | 1170 | 0 | 981 | 1049 | 8348 | 8935 | Reciprocating Engine_Small | Distillate |
| 4: Thermal Split = 7/12 | Johnson | 2 | 334 | 0 | 981 | 1049 | 8348 | 8935 | Reciprocating Engine_Small | Distillate |
| 4: Thermal Split = 7/12 | Johnson | 1 | 2441 | 0 | 689 | 737 | 5866 | 6276 | Reciprocating Engine_Medium | Distillate |
| 5: Thermal Match .8, Thermal Split=7/12 | Johnson | 7 | 1705 | 0 | 792 | 849 | 6743 | 7227 | Reciprocating Engine_Medium | Distillate |
| 5: Thermal Match .8, Thermal Split=7/12 | Johnson | 5 | 2775 | 0 | 948 | 1018 | 8073 | 8669 | Reciprocating Engine_Medium | Distillate |
| 5: Thermal Match .8, Thermal Split=7/12 | Johnson | 4 | 292 | 0 | 1078 | 1155 | 9179 | 9835 | Reciprocating Engine_Small | Distillate |
| 5: Thermal Match .8, Thermal Split=7/12 | Johnson | 3 | 1170 | 0 | 1078 | 1155 | 9179 | 9835 | Reciprocating Engine_Small | Distillate |
| 5: Thermal Match .8, Thermal Split=7/12 | Johnson | 2 | 334 | 0 | 1078 | 1155 | 9179 | 9835 | Reciprocating Engine_Small | Distillate |
| 5: Thermal Match .8, Thermal Split=7/12 | Johnson | 1 | 2441 | 0 | 792 | 849 | 6743 | 7227 | Reciprocating Engine_Medium | Distillate |
| 6: Size Fixed @ Peak Load | Johnson | 7 | 1705 | 0 | 1137 | 1220 | 9681 | 10385 | Reciprocating Engine_Medium | Distillate |
| 6: Size Fixed @ Peak Load | Johnson | 5 | 2775 | 0 | 1764 | 1900 | 15021 | 16172 | Reciprocating Engine_Medium | Distillate |
| 6: Size Fixed @ Peak Load | Johnson | 4 | 292 | 0 | 2020 | 2172 | 17196 | 18495 | Reciprocating Engine_Small | Distillate |
| 6: Size Fixed @ Peak Load | Johnson | 3 | 1170 | 0 | 1810 | 1944 | 15406 | 16554 | Reciprocating Engine_Small | Distillate |
| 6: Size Fixed @ Peak Load | Johnson | 2 | 334 | 0 | 1610 | 1728 | 13709 | 14714 | Reciprocating Engine_Small | Distillate |
| 6: Size Fixed @ Peak Load | Johnson | 1 | 2441 | 0 | 1137 | 1220 | 9681 | 10385 | Reciprocating Engine_Medium | Distillate |
| 7: Size to Thermal, Constrained by Peak Load | Johnson | 7 | 1705 | 0 | 1137 | 1220 | 9681 | 10385 | Reciprocating Engine_Medium | Distillate |
| 7: Size to Thermal, Constrained by Peak Load | Johnson | 5 | 1903 | 0 | 1647 | 1756 | 14022 | 14948 | Reciprocating Engine_Medium | Distillate |
| 7: Size to Thermal, Constrained by Peak Load | Johnson | 4 | 149 | 0 | 1610 | 1704 | 13709 | 14506 | Reciprocating Engine_Small | Distillate |
| 7: Size to Thermal, Constrained by Peak Load | Johnson | 3 | 891 | 0 | 1610 | 1716 | 13709 | 14612 | Reciprocating Engine_Small | Distillate |
| 7: Size to Thermal, Constrained by Peak Load | Johnson | 2 | 334 | 0 | 1610 | 1728 | 13709 | 14714 | Reciprocating Engine_Small | Distillate |
| 7: Size to Thermal, Constrained by Peak Load | Johnson | 1 | 2441 | 0 | 1137 | 1220 | 9681 | 10385 | Reciprocating Engine_Medium | Distillate |

Appendix H: CHP Metrics (by Load Zone) Sensitivity Analysis Data - 6

| Model Run | Load Zone Name | Segment | Potential Capacity | COE | TRC_Cost_Red_Peak | Societal_Cost_Reduce_Peak | TRC_Total_Cost_Red_Peak | Societal_Total_Cost_Reduce_Peak | Tech_Name | Fuel_Type |
|---|----------------|---------|--------------------|--------|-------------------|---------------------------|-------------------------|---------------------------------|-----------------------------|------------|
| | | | kW | \$/kWh | annual \$/kW | annual \$/kW | Total \$/kW | Total \$/kW | | |
| 1: Thermal Match 0.8 | Morrisville | 12 | 2450 | 0 | 1870 | 2014 | 15923 | 17150 | Reciprocating Engine_Medium | Distallate |
| 1: Thermal Match 0.8 | Morrisville | 11 | 1595 | 0 | 1769 | 1905 | 15064 | 16220 | Reciprocating Engine_Medium | Distallate |
| 1: Thermal Match 0.8 | Morrisville | 10 | 546 | 0 | 1596 | 1717 | 13589 | 14621 | Reciprocating Engine_Medium | Distallate |
| 1: Thermal Match 0.8 | Morrisville | 9 | 2151 | 0 | 1456 | 1566 | 12399 | 13331 | Reciprocating Engine_Medium | Distallate |
| 1: Thermal Match 0.8 | Morrisville | 7 | 7023 | 0 | 1314 | 1411 | 11185 | 12014 | Reciprocating Engine_Medium | Distallate |
| 1: Thermal Match 0.8 | Morrisville | 5 | 784 | 0 | 1769 | 1905 | 15064 | 16220 | Reciprocating Engine_Medium | Distallate |
| 1: Thermal Match 0.8 | Morrisville | 4 | 179 | 0 | 1626 | 1750 | 13844 | 14897 | Reciprocating Engine_Medium | Distallate |
| 1: Thermal Match 0.8 | Morrisville | 3 | 181 | 0 | 1417 | 1523 | 12066 | 12970 | Reciprocating Engine_Medium | Distallate |
| 1: Thermal Match 0.8 | Morrisville | 2 | 177 | 0 | 1778 | 1910 | 15133 | 16258 | Reciprocating Engine_Small | Distallate |
| 1: Thermal Match 0.8 | Morrisville | 1 | 458 | 0 | 1314 | 1411 | 11185 | 12014 | Reciprocating Engine_Medium | Distallate |
| 2: Thermal Match 0.5 | Morrisville | 12 | 2450 | 0 | 1870 | 2014 | 15923 | 17150 | Reciprocating Engine_Medium | Distallate |
| 2: Thermal Match 0.5 | Morrisville | 11 | 1595 | 0 | 1769 | 1905 | 15064 | 16220 | Reciprocating Engine_Medium | Distallate |
| 2: Thermal Match 0.5 | Morrisville | 10 | 546 | 0 | 1596 | 1717 | 13589 | 14621 | Reciprocating Engine_Medium | Distallate |
| 2: Thermal Match 0.5 | Morrisville | 9 | 2151 | 0 | 1579 | 1698 | 13440 | 14459 | Reciprocating Engine_Medium | Distallate |
| 2: Thermal Match 0.5 | Morrisville | 7 | 7023 | 0 | 1579 | 1698 | 13440 | 14459 | Reciprocating Engine_Medium | Distallate |
| 2: Thermal Match 0.5 | Morrisville | 5 | 784 | 0 | 1769 | 1905 | 15064 | 16220 | Reciprocating Engine_Medium | Distallate |
| 2: Thermal Match 0.5 | Morrisville | 4 | 179 | 0 | 1626 | 1750 | 13844 | 14897 | Reciprocating Engine_Medium | Distallate |
| 2: Thermal Match 0.5 | Morrisville | 3 | 181 | 0 | 1579 | 1698 | 13440 | 14459 | Reciprocating Engine_Medium | Distallate |
| 2: Thermal Match 0.5 | Morrisville | 2 | 177 | 0 | 2029 | 2182 | 17270 | 18574 | Reciprocating Engine_Small | Distallate |
| 2: Thermal Match 0.5 | Morrisville | 1 | 458 | 0 | 1579 | 1698 | 13440 | 14459 | Reciprocating Engine_Medium | Distallate |
| 3: Thermal Split = 2/3 | Morrisville | 12 | 2450 | 0 | 1217 | 1309 | 10365 | 11147 | Reciprocating Engine_Medium | Distallate |
| 3: Thermal Split = 2/3 | Morrisville | 11 | 1595 | 0 | 1117 | 1200 | 9507 | 10217 | Reciprocating Engine_Medium | Distallate |
| 3: Thermal Split = 2/3 | Morrisville | 10 | 546 | 0 | 943 | 1012 | 8031 | 8618 | Reciprocating Engine_Medium | Distallate |
| 3: Thermal Split = 2/3 | Morrisville | 9 | 2151 | 0 | 804 | 861 | 6841 | 7328 | Reciprocating Engine_Medium | Distallate |
| 3: Thermal Split = 2/3 | Morrisville | 7 | 7023 | 0 | 779 | 834 | 6629 | 7098 | Reciprocating Engine_Medium | Distallate |
| 3: Thermal Split = 2/3 | Morrisville | 5 | 784 | 0 | 1117 | 1200 | 9507 | 10217 | Reciprocating Engine_Medium | Distallate |
| 3: Thermal Split = 2/3 | Morrisville | 4 | 179 | 0 | 973 | 1045 | 8286 | 8894 | Reciprocating Engine_Medium | Distallate |
| 3: Thermal Split = 2/3 | Morrisville | 3 | 181 | 0 | 779 | 834 | 6629 | 7098 | Reciprocating Engine_Medium | Distallate |
| 3: Thermal Split = 2/3 | Morrisville | 2 | 177 | 0 | 1107 | 1185 | 9420 | 10091 | Reciprocating Engine_Small | Distallate |
| 3: Thermal Split = 2/3 | Morrisville | 1 | 458 | 0 | 779 | 834 | 6629 | 7098 | Reciprocating Engine_Medium | Distallate |
| 4: Thermal Split = 7/12 | Morrisville | 12 | 2450 | 0 | 1054 | 1133 | 8975 | 9647 | Reciprocating Engine_Medium | Distallate |
| 4: Thermal Split = 7/12 | Morrisville | 11 | 1595 | 0 | 953 | 1024 | 8117 | 8716 | Reciprocating Engine_Medium | Distallate |
| 4: Thermal Split = 7/12 | Morrisville | 10 | 546 | 0 | 780 | 836 | 6642 | 7117 | Reciprocating Engine_Medium | Distallate |
| 4: Thermal Split = 7/12 | Morrisville | 9 | 2151 | 0 | 689 | 737 | 5866 | 6276 | Reciprocating Engine_Medium | Distallate |
| 4: Thermal Split = 7/12 | Morrisville | 7 | 7023 | 0 | 689 | 737 | 5866 | 6276 | Reciprocating Engine_Medium | Distallate |
| 4: Thermal Split = 7/12 | Morrisville | 5 | 784 | 0 | 953 | 1024 | 8117 | 8716 | Reciprocating Engine_Medium | Distallate |
| 4: Thermal Split = 7/12 | Morrisville | 4 | 179 | 0 | 810 | 868 | 6897 | 7394 | Reciprocating Engine_Medium | Distallate |
| 4: Thermal Split = 7/12 | Morrisville | 3 | 181 | 0 | 689 | 737 | 5866 | 6276 | Reciprocating Engine_Medium | Distallate |
| 4: Thermal Split = 7/12 | Morrisville | 2 | 177 | 0 | 981 | 1049 | 8348 | 8935 | Reciprocating Engine_Small | Distallate |
| 4: Thermal Split = 7/12 | Morrisville | 1 | 458 | 0 | 689 | 737 | 5866 | 6276 | Reciprocating Engine_Medium | Distallate |
| 5: Thermal Match .8, Thermal Split=7/12 | Morrisville | 12 | 2450 | 0 | 1054 | 1133 | 8975 | 9647 | Reciprocating Engine_Medium | Distallate |
| 5: Thermal Match .8, Thermal Split=7/12 | Morrisville | 11 | 1595 | 0 | 953 | 1024 | 8117 | 8716 | Reciprocating Engine_Medium | Distallate |
| 5: Thermal Match .8, Thermal Split=7/12 | Morrisville | 10 | 546 | 0 | 792 | 849 | 6743 | 7227 | Reciprocating Engine_Medium | Distallate |
| 5: Thermal Match .8, Thermal Split=7/12 | Morrisville | 9 | 2151 | 0 | 792 | 849 | 6743 | 7227 | Reciprocating Engine_Medium | Distallate |
| 5: Thermal Match .8, Thermal Split=7/12 | Morrisville | 7 | 7023 | 0 | 792 | 849 | 6743 | 7227 | Reciprocating Engine_Medium | Distallate |

Appendix H: CHP Metrics (by Load Zone) Sensitivity Analysis Data - 7

| Model Run | Load Zone Name | Segment | Potential Capacity | COE | TRC_Cost_Red_Peak | Societal_Cost_Reduce_Peak | TRC_Total_Cost_Red_Peak | Societal_Total_Cost_Reduce_Peak | Tech_Name | Fuel_Type |
|--|----------------|---------|--------------------|--------|-------------------|---------------------------|-------------------------|---------------------------------|-----------------------------|------------|
| | | | kW | \$/kWh | annual \$/kW | annual \$/kW | Total \$/kW | Total \$/kW | | |
| 5: Thermal Match .8, Thermal Split=7/12 | Morrisville | 5 | 784 | 0 | 953 | 1024 | 8117 | 8716 | Reciprocating Engine_Medium | Distallate |
| 5: Thermal Match .8, Thermal Split=7/12 | Morrisville | 4 | 179 | 0 | 810 | 868 | 6897 | 7394 | Reciprocating Engine_Medium | Distallate |
| 5: Thermal Match .8, Thermal Split=7/12 | Morrisville | 3 | 181 | 0 | 792 | 849 | 6743 | 7227 | Reciprocating Engine_Medium | Distallate |
| 5: Thermal Match .8, Thermal Split=7/12 | Morrisville | 2 | 177 | 0 | 1078 | 1155 | 9179 | 9835 | Reciprocating Engine_Small | Distallate |
| 5: Thermal Match .8, Thermal Split=7/12 | Morrisville | 1 | 458 | 0 | 792 | 849 | 6743 | 7227 | Reciprocating Engine_Medium | Distallate |
| 6: Size Fixed @ Peak Load | Morrisville | 12 | 2450 | 0 | 1870 | 2014 | 15923 | 17150 | Reciprocating Engine_Medium | Distallate |
| 6: Size Fixed @ Peak Load | Morrisville | 11 | 1595 | 0 | 1769 | 1905 | 15064 | 16220 | Reciprocating Engine_Medium | Distallate |
| 6: Size Fixed @ Peak Load | Morrisville | 10 | 546 | 0 | 1596 | 1717 | 13589 | 14621 | Reciprocating Engine_Medium | Distallate |
| 6: Size Fixed @ Peak Load | Morrisville | 9 | 2151 | 0 | 1456 | 1566 | 12399 | 13331 | Reciprocating Engine_Medium | Distallate |
| 6: Size Fixed @ Peak Load | Morrisville | 7 | 7023 | 0 | 1137 | 1220 | 9681 | 10385 | Reciprocating Engine_Medium | Distallate |
| 6: Size Fixed @ Peak Load | Morrisville | 5 | 784 | 0 | 1769 | 1905 | 15064 | 16220 | Reciprocating Engine_Medium | Distallate |
| 6: Size Fixed @ Peak Load | Morrisville | 4 | 179 | 0 | 1626 | 1750 | 13844 | 14897 | Reciprocating Engine_Medium | Distallate |
| 6: Size Fixed @ Peak Load | Morrisville | 3 | 181 | 0 | 1417 | 1523 | 12066 | 12970 | Reciprocating Engine_Medium | Distallate |
| 6: Size Fixed @ Peak Load | Morrisville | 2 | 177 | 0 | 1610 | 1728 | 13709 | 14714 | Reciprocating Engine_Small | Distallate |
| 6: Size Fixed @ Peak Load | Morrisville | 1 | 458 | 0 | 1137 | 1220 | 9681 | 10385 | Reciprocating Engine_Medium | Distallate |
| 7: Size to Thermal, Constrained by Peak Load | Morrisville | 12 | 416 | 0 | 1137 | 1179 | 9681 | 10035 | Reciprocating Engine_Medium | Distallate |
| 7: Size to Thermal, Constrained by Peak Load | Morrisville | 11 | 453 | 0 | 1137 | 1183 | 9681 | 10071 | Reciprocating Engine_Medium | Distallate |
| 7: Size to Thermal, Constrained by Peak Load | Morrisville | 10 | 262 | 0 | 1137 | 1192 | 9681 | 10152 | Reciprocating Engine_Medium | Distallate |
| 7: Size to Thermal, Constrained by Peak Load | Morrisville | 9 | 1373 | 0 | 1137 | 1201 | 9681 | 10222 | Reciprocating Engine_Medium | Distallate |
| 7: Size to Thermal, Constrained by Peak Load | Morrisville | 7 | 7023 | 0 | 1137 | 1220 | 9681 | 10385 | Reciprocating Engine_Medium | Distallate |
| 7: Size to Thermal, Constrained by Peak Load | Morrisville | 5 | 223 | 0 | 1137 | 1183 | 9681 | 10071 | Reciprocating Engine_Medium | Distallate |
| 7: Size to Thermal, Constrained by Peak Load | Morrisville | 4 | 117 | 0 | 1418 | 1506 | 12070 | 12818 | Reciprocating Engine_Medium | Distallate |
| 7: Size to Thermal, Constrained by Peak Load | Morrisville | 3 | 124 | 0 | 1137 | 1203 | 9681 | 10241 | Reciprocating Engine_Medium | Distallate |
| 7: Size to Thermal, Constrained by Peak Load | Morrisville | 2 | 177 | 0 | 1610 | 1728 | 13709 | 14714 | Reciprocating Engine_Small | Distallate |
| 7: Size to Thermal, Constrained by Peak Load | Morrisville | 1 | 458 | 0 | 1137 | 1220 | 9681 | 10385 | Reciprocating Engine_Medium | Distallate |

Appendix H: CHP Metrics (by Load Zone) Sensitivity Analysis Data - 8

| Model Run | Load Zone Name | Segment | Potential Capacity | COE | TRC_Cost_Red_Peak | Societal_Cost_Reduce_Peak | TRC_Total_Cost_Red_Peak | Societal_Total_Cost_Reduce_Peak | Tech_Name | Fuel_Type |
|---|----------------|---------|--------------------|--------|-------------------|---------------------------|-------------------------|---------------------------------|-----------------------------|------------|
| | | | kW | \$/kWh | annual \$/kW | annual \$/kW | Total \$/kW | Total \$/kW | | |
| 1: Thermal Match 0.8 | Montpelier | 10 | 1181 | 0 | 1533 | 1649 | 13049 | 14035 | Reciprocating Engine_Medium | Distallate |
| 1: Thermal Match 0.8 | Montpelier | 9 | 1614 | 0 | 1381 | 1484 | 11758 | 12636 | Reciprocating Engine_Medium | Distallate |
| 1: Thermal Match 0.8 | Montpelier | 8 | 3254 | 0 | 1017 | 1093 | 8656 | 9302 | Reciprocating Engine_Large | Distallate |
| 1: Thermal Match 0.8 | Montpelier | 6 | 2015 | 0 | 2368 | 2550 | 20162 | 21710 | Reciprocating Engine_Small | Distallate |
| 1: Thermal Match 0.8 | Montpelier | 5 | 13052 | 0 | 1766 | 1902 | 15038 | 16192 | Reciprocating Engine_Medium | Distallate |
| 1: Thermal Match 0.8 | Montpelier | 4 | 5855 | 0 | 2025 | 2174 | 17236 | 18510 | Reciprocating Engine_Small | Distallate |
| 1: Thermal Match 0.8 | Montpelier | 3 | 4929 | 0 | 1845 | 1982 | 15705 | 16878 | Reciprocating Engine_Small | Distallate |
| 1: Thermal Match 0.8 | Montpelier | 2 | 7698 | 0 | 1314 | 1411 | 11185 | 12014 | Reciprocating Engine_Medium | Distallate |
| 1: Thermal Match 0.8 | Montpelier | 1 | 13228 | 0 | 1314 | 1411 | 11185 | 12014 | Reciprocating Engine_Medium | Distallate |
| 2: Thermal Match 0.5 | Montpelier | 10 | 1181 | 0 | 1579 | 1698 | 13440 | 14459 | Reciprocating Engine_Medium | Distallate |
| 2: Thermal Match 0.5 | Montpelier | 9 | 1614 | 0 | 1579 | 1698 | 13440 | 14459 | Reciprocating Engine_Medium | Distallate |
| 2: Thermal Match 0.5 | Montpelier | 8 | 3254 | 0 | 1244 | 1339 | 10589 | 11397 | Reciprocating Engine_Large | Distallate |
| 2: Thermal Match 0.5 | Montpelier | 6 | 2015 | 0 | 2368 | 2550 | 20162 | 21710 | Reciprocating Engine_Small | Distallate |
| 2: Thermal Match 0.5 | Montpelier | 5 | 13052 | 0 | 1766 | 1902 | 15038 | 16192 | Reciprocating Engine_Medium | Distallate |
| 2: Thermal Match 0.5 | Montpelier | 4 | 5855 | 0 | 2029 | 2178 | 17270 | 18547 | Reciprocating Engine_Small | Distallate |
| 2: Thermal Match 0.5 | Montpelier | 3 | 4929 | 0 | 2029 | 2182 | 17270 | 18574 | Reciprocating Engine_Small | Distallate |
| 2: Thermal Match 0.5 | Montpelier | 2 | 7698 | 0 | 1579 | 1698 | 13440 | 14459 | Reciprocating Engine_Medium | Distallate |
| 2: Thermal Match 0.5 | Montpelier | 1 | 13228 | 0 | 1579 | 1698 | 13440 | 14459 | Reciprocating Engine_Medium | Distallate |
| 3: Thermal Split = 2/3 | Montpelier | 10 | 1181 | 0 | 880 | 943 | 7491 | 8032 | Reciprocating Engine_Medium | Distallate |
| 3: Thermal Split = 2/3 | Montpelier | 9 | 1614 | 0 | 779 | 834 | 6629 | 7098 | Reciprocating Engine_Medium | Distallate |
| 3: Thermal Split = 2/3 | Montpelier | 8 | 3254 | 0 | 590 | 632 | 5024 | 5382 | Reciprocating Engine_Large | Distallate |
| 3: Thermal Split = 2/3 | Montpelier | 6 | 2015 | 0 | 1586 | 1705 | 13500 | 14512 | Reciprocating Engine_Small | Distallate |
| 3: Thermal Split = 2/3 | Montpelier | 5 | 13052 | 0 | 1114 | 1197 | 9480 | 10189 | Reciprocating Engine_Medium | Distallate |
| 3: Thermal Split = 2/3 | Montpelier | 4 | 5855 | 0 | 1242 | 1330 | 10574 | 11322 | Reciprocating Engine_Small | Distallate |
| 3: Thermal Split = 2/3 | Montpelier | 3 | 4929 | 0 | 1107 | 1185 | 9420 | 10091 | Reciprocating Engine_Small | Distallate |
| 3: Thermal Split = 2/3 | Montpelier | 2 | 7698 | 0 | 779 | 834 | 6629 | 7098 | Reciprocating Engine_Medium | Distallate |
| 3: Thermal Split = 2/3 | Montpelier | 1 | 13228 | 0 | 779 | 834 | 6629 | 7098 | Reciprocating Engine_Medium | Distallate |
| 4: Thermal Split = 7/12 | Montpelier | 10 | 1181 | 0 | 717 | 767 | 6102 | 6532 | Reciprocating Engine_Medium | Distallate |
| 4: Thermal Split = 7/12 | Montpelier | 9 | 1614 | 0 | 689 | 737 | 5866 | 6276 | Reciprocating Engine_Medium | Distallate |
| 4: Thermal Split = 7/12 | Montpelier | 8 | 3254 | 0 | 521 | 558 | 4438 | 4752 | Reciprocating Engine_Large | Distallate |
| 4: Thermal Split = 7/12 | Montpelier | 6 | 2015 | 0 | 1390 | 1493 | 11834 | 12713 | Reciprocating Engine_Small | Distallate |
| 4: Thermal Split = 7/12 | Montpelier | 5 | 13052 | 0 | 950 | 1020 | 8091 | 8688 | Reciprocating Engine_Medium | Distallate |
| 4: Thermal Split = 7/12 | Montpelier | 4 | 5855 | 0 | 1046 | 1119 | 8908 | 9525 | Reciprocating Engine_Small | Distallate |
| 4: Thermal Split = 7/12 | Montpelier | 3 | 4929 | 0 | 981 | 1049 | 8348 | 8935 | Reciprocating Engine_Small | Distallate |
| 4: Thermal Split = 7/12 | Montpelier | 2 | 7698 | 0 | 689 | 737 | 5866 | 6276 | Reciprocating Engine_Medium | Distallate |
| 4: Thermal Split = 7/12 | Montpelier | 1 | 13228 | 0 | 689 | 737 | 5866 | 6276 | Reciprocating Engine_Medium | Distallate |
| 5: Thermal Match .8, Thermal Split=7/12 | Montpelier | 10 | 1181 | 0 | 792 | 849 | 6743 | 7227 | Reciprocating Engine_Medium | Distallate |
| 5: Thermal Match .8, Thermal Split=7/12 | Montpelier | 9 | 1614 | 0 | 792 | 849 | 6743 | 7227 | Reciprocating Engine_Medium | Distallate |
| 5: Thermal Match .8, Thermal Split=7/12 | Montpelier | 8 | 3254 | 0 | 610 | 654 | 5190 | 5566 | Reciprocating Engine_Large | Distallate |
| 5: Thermal Match .8, Thermal Split=7/12 | Montpelier | 6 | 2015 | 0 | 1390 | 1493 | 11834 | 12713 | Reciprocating Engine_Small | Distallate |
| 5: Thermal Match .8, Thermal Split=7/12 | Montpelier | 5 | 13052 | 0 | 950 | 1020 | 8091 | 8688 | Reciprocating Engine_Medium | Distallate |
| 5: Thermal Match .8, Thermal Split=7/12 | Montpelier | 4 | 5855 | 0 | 1078 | 1153 | 9179 | 9819 | Reciprocating Engine_Small | Distallate |
| 5: Thermal Match .8, Thermal Split=7/12 | Montpelier | 3 | 4929 | 0 | 1078 | 1155 | 9179 | 9835 | Reciprocating Engine_Small | Distallate |
| 5: Thermal Match .8, Thermal Split=7/12 | Montpelier | 2 | 7698 | 0 | 792 | 849 | 6743 | 7227 | Reciprocating Engine_Medium | Distallate |
| 5: Thermal Match .8, Thermal Split=7/12 | Montpelier | 1 | 13228 | 0 | 792 | 849 | 6743 | 7227 | Reciprocating Engine_Medium | Distallate |

| Model Run | Load Zone Name | Segment | Potential Capacity | COE | TRC_Cost_Red_Peak | Societal_Cost_Reduce_Peak | TRC_Total_Cost_Red_Peak | Societal_Total_Cost_Reduce_Peak | Tech_Name | Fuel_Type |
|--|----------------|---------|--------------------|--------|-------------------|---------------------------|-------------------------|---------------------------------|-----------------------------|------------|
| | | | kW | \$/kWh | annual \$/kW | annual \$/kW | Total \$/kW | Total \$/kW | | |
| 6: Size Fixed @ Peak Load | Montpelier | 10 | 1181 | 0 | 1533 | 1649 | 13049 | 14035 | Reciprocating Engine_Medium | Distillate |
| 6: Size Fixed @ Peak Load | Montpelier | 9 | 1614 | 0 | 1381 | 1484 | 11758 | 12636 | Reciprocating Engine_Medium | Distillate |
| 6: Size Fixed @ Peak Load | Montpelier | 8 | 3254 | 0 | 865 | 929 | 7367 | 7905 | Reciprocating Engine_Large | Distillate |
| 6: Size Fixed @ Peak Load | Montpelier | 6 | 2015 | 0 | 2368 | 2550 | 20162 | 21710 | Reciprocating Engine_Small | Distillate |
| 6: Size Fixed @ Peak Load | Montpelier | 5 | 13052 | 0 | 1766 | 1902 | 15038 | 16192 | Reciprocating Engine_Medium | Distillate |
| 6: Size Fixed @ Peak Load | Montpelier | 4 | 6256 | 0 | 2637 | 2675 | 22452 | 22777 | Fuel Cells_Small | Propane |
| 6: Size Fixed @ Peak Load | Montpelier | 3 | 4929 | 0 | 1845 | 1982 | 15705 | 16878 | Reciprocating Engine_Small | Distillate |
| 6: Size Fixed @ Peak Load | Montpelier | 2 | 7698 | 0 | 1137 | 1220 | 9681 | 10385 | Reciprocating Engine_Medium | Distillate |
| 6: Size Fixed @ Peak Load | Montpelier | 1 | 13228 | 0 | 1137 | 1220 | 9681 | 10385 | Reciprocating Engine_Medium | Distillate |
| 7: Size to Thermal, Constrained by Peak Load | Montpelier | 10 | 652 | 0 | 1137 | 1196 | 9681 | 10183 | Reciprocating Engine_Medium | Distillate |
| 7: Size to Thermal, Constrained by Peak Load | Montpelier | 9 | 1168 | 0 | 1137 | 1205 | 9681 | 10260 | Reciprocating Engine_Medium | Distillate |
| 7: Size to Thermal, Constrained by Peak Load | Montpelier | 8 | 3254 | 0 | 865 | 929 | 7367 | 7905 | Reciprocating Engine_Large | Distillate |
| 7: Size to Thermal, Constrained by Peak Load | Montpelier | 6 | 644 | 0 | 2201 | 2335 | 18737 | 19881 | Reciprocating Engine_Small | Distillate |
| 7: Size to Thermal, Constrained by Peak Load | Montpelier | 5 | 8756 | 0 | 1642 | 1749 | 13978 | 14894 | Reciprocating Engine_Medium | Distillate |
| 7: Size to Thermal, Constrained by Peak Load | Montpelier | 4 | 2955 | 0 | 1610 | 1702 | 13709 | 14491 | Reciprocating Engine_Small | Distillate |
| 7: Size to Thermal, Constrained by Peak Load | Montpelier | 3 | 3548 | 0 | 1610 | 1714 | 13709 | 14594 | Reciprocating Engine_Small | Distillate |
| 7: Size to Thermal, Constrained by Peak Load | Montpelier | 2 | 7698 | 0 | 1137 | 1220 | 9681 | 10385 | Reciprocating Engine_Medium | Distillate |
| 7: Size to Thermal, Constrained by Peak Load | Montpelier | 1 | 13228 | 0 | 1137 | 1220 | 9681 | 10385 | Reciprocating Engine_Medium | Distillate |

| Model Run | Load Zone Name | Segment | Potential Capacity | COE | TRC_Cost_Red_Peak | Societal_Cost_Reduce_Peak | TRC_Total_Cost_Red_Peak | Societal_Total_Cost_Reduce_Peak | Tech_Name | Fuel_Type |
|---|----------------|---------|--------------------|--------|-------------------|---------------------------|-------------------------|---------------------------------|-----------------------------|------------|
| | | | kW | \$/kWh | annual \$/kW | annual \$/kW | Total \$/kW | Total \$/kW | | |
| 1: Thermal Match 0.8 | St. Johnsbury | 12 | 3162 | 0 | 1870 | 2014 | 15923 | 17150 | Reciprocating Engine_Medium | Distillate |
| 1: Thermal Match 0.8 | St. Johnsbury | 11 | 2059 | 0 | 1769 | 1905 | 15064 | 16220 | Reciprocating Engine_Medium | Distillate |
| 1: Thermal Match 0.8 | St. Johnsbury | 10 | 705 | 0 | 1596 | 1717 | 13589 | 14621 | Reciprocating Engine_Medium | Distillate |
| 1: Thermal Match 0.8 | St. Johnsbury | 9 | 2776 | 0 | 1456 | 1566 | 12399 | 13331 | Reciprocating Engine_Medium | Distillate |
| 1: Thermal Match 0.8 | St. Johnsbury | 7 | 9064 | 0 | 1314 | 1411 | 11185 | 12014 | Reciprocating Engine_Medium | Distillate |
| 1: Thermal Match 0.8 | St. Johnsbury | 5 | 1012 | 0 | 1769 | 1905 | 15064 | 16220 | Reciprocating Engine_Medium | Distillate |
| 1: Thermal Match 0.8 | St. Johnsbury | 4 | 231 | 0 | 1626 | 1750 | 13844 | 14897 | Reciprocating Engine_Medium | Distillate |
| 1: Thermal Match 0.8 | St. Johnsbury | 3 | 234 | 0 | 1417 | 1523 | 12066 | 12970 | Reciprocating Engine_Medium | Distillate |
| 1: Thermal Match 0.8 | St. Johnsbury | 2 | 229 | 0 | 1778 | 1910 | 15133 | 16258 | Reciprocating Engine_Small | Distillate |
| 1: Thermal Match 0.8 | St. Johnsbury | 1 | 591 | 0 | 1314 | 1411 | 11185 | 12014 | Reciprocating Engine_Medium | Distillate |
| 2: Thermal Match 0.5 | St. Johnsbury | 12 | 3162 | 0 | 1870 | 2014 | 15923 | 17150 | Reciprocating Engine_Medium | Distillate |
| 2: Thermal Match 0.5 | St. Johnsbury | 11 | 2059 | 0 | 1769 | 1905 | 15064 | 16220 | Reciprocating Engine_Medium | Distillate |
| 2: Thermal Match 0.5 | St. Johnsbury | 10 | 705 | 0 | 1596 | 1717 | 13589 | 14621 | Reciprocating Engine_Medium | Distillate |
| 2: Thermal Match 0.5 | St. Johnsbury | 9 | 2776 | 0 | 1579 | 1698 | 13440 | 14459 | Reciprocating Engine_Medium | Distillate |
| 2: Thermal Match 0.5 | St. Johnsbury | 7 | 9064 | 0 | 1579 | 1698 | 13440 | 14459 | Reciprocating Engine_Medium | Distillate |
| 2: Thermal Match 0.5 | St. Johnsbury | 5 | 1012 | 0 | 1769 | 1905 | 15064 | 16220 | Reciprocating Engine_Medium | Distillate |
| 2: Thermal Match 0.5 | St. Johnsbury | 4 | 231 | 0 | 1626 | 1750 | 13844 | 14897 | Reciprocating Engine_Medium | Distillate |
| 2: Thermal Match 0.5 | St. Johnsbury | 3 | 234 | 0 | 1579 | 1698 | 13440 | 14459 | Reciprocating Engine_Medium | Distillate |
| 2: Thermal Match 0.5 | St. Johnsbury | 2 | 229 | 0 | 2029 | 2182 | 17270 | 18574 | Reciprocating Engine_Small | Distillate |
| 2: Thermal Match 0.5 | St. Johnsbury | 1 | 591 | 0 | 1579 | 1698 | 13440 | 14459 | Reciprocating Engine_Medium | Distillate |
| 3: Thermal Split = 2/3 | St. Johnsbury | 12 | 3162 | 0 | 1217 | 1309 | 10365 | 11147 | Reciprocating Engine_Medium | Distillate |
| 3: Thermal Split = 2/3 | St. Johnsbury | 11 | 2059 | 0 | 1117 | 1200 | 9507 | 10217 | Reciprocating Engine_Medium | Distillate |
| 3: Thermal Split = 2/3 | St. Johnsbury | 10 | 705 | 0 | 943 | 1012 | 8031 | 8618 | Reciprocating Engine_Medium | Distillate |
| 3: Thermal Split = 2/3 | St. Johnsbury | 9 | 2776 | 0 | 804 | 861 | 6841 | 7328 | Reciprocating Engine_Medium | Distillate |
| 3: Thermal Split = 2/3 | St. Johnsbury | 7 | 9064 | 0 | 779 | 834 | 6629 | 7098 | Reciprocating Engine_Medium | Distillate |
| 3: Thermal Split = 2/3 | St. Johnsbury | 5 | 1012 | 0 | 1117 | 1200 | 9507 | 10217 | Reciprocating Engine_Medium | Distillate |
| 3: Thermal Split = 2/3 | St. Johnsbury | 4 | 231 | 0 | 973 | 1045 | 8286 | 8894 | Reciprocating Engine_Medium | Distillate |
| 3: Thermal Split = 2/3 | St. Johnsbury | 3 | 234 | 0 | 779 | 834 | 6629 | 7098 | Reciprocating Engine_Medium | Distillate |
| 3: Thermal Split = 2/3 | St. Johnsbury | 2 | 229 | 0 | 1107 | 1185 | 9420 | 10091 | Reciprocating Engine_Small | Distillate |
| 3: Thermal Split = 2/3 | St. Johnsbury | 1 | 591 | 0 | 779 | 834 | 6629 | 7098 | Reciprocating Engine_Medium | Distillate |
| 4: Thermal Split = 7/12 | St. Johnsbury | 12 | 3162 | 0 | 1054 | 1133 | 8975 | 9647 | Reciprocating Engine_Medium | Distillate |
| 4: Thermal Split = 7/12 | St. Johnsbury | 11 | 2059 | 0 | 953 | 1024 | 8117 | 8716 | Reciprocating Engine_Medium | Distillate |
| 4: Thermal Split = 7/12 | St. Johnsbury | 10 | 705 | 0 | 780 | 836 | 6642 | 7117 | Reciprocating Engine_Medium | Distillate |
| 4: Thermal Split = 7/12 | St. Johnsbury | 9 | 2776 | 0 | 689 | 737 | 5866 | 6276 | Reciprocating Engine_Medium | Distillate |
| 4: Thermal Split = 7/12 | St. Johnsbury | 7 | 9064 | 0 | 689 | 737 | 5866 | 6276 | Reciprocating Engine_Medium | Distillate |
| 4: Thermal Split = 7/12 | St. Johnsbury | 5 | 1012 | 0 | 953 | 1024 | 8117 | 8716 | Reciprocating Engine_Medium | Distillate |
| 4: Thermal Split = 7/12 | St. Johnsbury | 4 | 231 | 0 | 810 | 868 | 6897 | 7394 | Reciprocating Engine_Medium | Distillate |
| 4: Thermal Split = 7/12 | St. Johnsbury | 3 | 234 | 0 | 689 | 737 | 5866 | 6276 | Reciprocating Engine_Medium | Distillate |
| 4: Thermal Split = 7/12 | St. Johnsbury | 2 | 229 | 0 | 981 | 1049 | 8348 | 8935 | Reciprocating Engine_Small | Distillate |
| 4: Thermal Split = 7/12 | St. Johnsbury | 1 | 591 | 0 | 689 | 737 | 5866 | 6276 | Reciprocating Engine_Medium | Distillate |
| 5: Thermal Match .8, Thermal Split=7/12 | St. Johnsbury | 12 | 3162 | 0 | 1054 | 1133 | 8975 | 9647 | Reciprocating Engine_Medium | Distillate |
| 5: Thermal Match .8, Thermal Split=7/12 | St. Johnsbury | 11 | 2059 | 0 | 953 | 1024 | 8117 | 8716 | Reciprocating Engine_Medium | Distillate |
| 5: Thermal Match .8, Thermal Split=7/12 | St. Johnsbury | 10 | 705 | 0 | 792 | 849 | 6743 | 7227 | Reciprocating Engine_Medium | Distillate |
| 5: Thermal Match .8, Thermal Split=7/12 | St. Johnsbury | 9 | 2776 | 0 | 792 | 849 | 6743 | 7227 | Reciprocating Engine_Medium | Distillate |
| 5: Thermal Match .8, Thermal Split=7/12 | St. Johnsbury | 7 | 9064 | 0 | 792 | 849 | 6743 | 7227 | Reciprocating Engine_Medium | Distillate |

