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|  | **Trains and TEUs out of Hobart/Commerce & SCIG by Year\* - Not Including Pure Domestic Which do Not Use the I-710** |
| ***Year***  | ***Trains/day out of region;*** ***locomotives per day using 3.5 as an average*** | ***Trans-loaded TEUs to the Hobart Yard carrying imported goods from the Ports*** | ***40 foot intn’l containers to Hobart (in TEUs)*** | ***Total TEUs at Hobart*** | ***40 foot TEUs to SCIG*** |
| **2010** | **15**  **53 locomotives** | **505,585**  | **807,219**  | **1,312,805** | **Not built yet**  |
| **2016***SC IG OPENS* | **14** **49 locomotives** | **969,622**  | **31,712** |  | **602,520**  |
| **2023**  | **19. 2** **67 locomotives** | **1,376,342**  | **44,867**  |  | **852,464**  |
| **2035** | **38.4** **134 locomotives**  | **2,156,861** | **146,053** | **2,302,914** | **2,775,000** |
|  | **2.56 times as many trains out of Hobart and SCIG in 2035 compared to 2010 baseline****53 locomotives out of Hobart in 2010; 134 locomotives out of Hobart & SCIG in 2035.****15 locomotives out of Hobart in 2010; 22 out of Hobart alone in 2035** **2.5 x as many locomotives in 2035 as in 2010** | **4.27 x as many transloaded TEUs going to BNSF Hobart Yard in 2035 compared to 2010 baseline** | **If you add up the TEUs on the 710, both transloaded and 40 foot containers in 2035 compared to 2010, there are 1.75 x as many TEUs in 2035 as in 2010: 2,302,914 minus 1,312,804****1.75 times as much traffic on the 1-710 in 2035 as 2010** | **If the SCIG is built, there will be nearly twice as much traffic on the I-710 in 2035 than there was in 2010****1.75 x as much traffic on the I-710** |  |
| **\* From Appendix G4 of RDEIR. *Analysis by Andrea Hricko, USC 10/17/2012***  |