|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
|  | **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*** | | | | | | |