



## GREAT LAKES BASIN TRANSPORTATION, INC.

23860 State Line Road Crete, Illinois 60417 [www.greatlakesbasin.net](http://www.greatlakesbasin.net)

November 10, 2016

Ms. Victoria Rutson  
Director  
Office of Environmental Analysis  
Surface Transportation Board  
Washington, DC 20423

Re: Finance Docket No. 35952, Great Lakes Basin Transportation, Inc.  
Information Request Number 2

Dear Ms. Rutson,

This response is to your September 9 letter concerning the volumes, speeds and lengths of trains that Great Lakes Basin anticipates operating over its proposed railroad.

The volume of traffic that would be carried on the proposed line, and thus GLBR's forecast of that volume, depends on many factors. These include the level of economic activity when construction of the line is completed, the types and volumes of rail freight traffic which would be transiting through the Chicago area at that time, and the business decisions of GLBR's connecting railroads and their shippers.

Nonetheless, GLBR has prepared estimates projecting the number of trains operating over each segment of the proposed railroad (**Appendix 1**). Segments are generally from one railroad interchange point to the next interchange point. A range of high and low projections is presented to represent day of week and seasonal fluctuations in daily train volumes. For convenience, traffic density maps of years 1 and 3 are included in **Appendix 2**. The projected train volumes are based on the following assumptions:

- Traffic projections based on CMAP traffic maps (Freight Trains per Day, 7-County Chicago Region maps 1 and 2 of 2) were used as reasonable proxies for relative traffic volumes at the time GLBR operations commence.
- A three-year ramp-up of traffic volume as follows: in year 1 of operations, GLBR expects to haul approximately 25% of its projected base load traffic; in year 2, 50%; and in year 3, 100%.

- Approximately 25% of total traffic in, out and through Chicago is overhead traffic per industry sources. The projected base load traffic volume is 70% of the rail traffic that overhauls Chicago, recognizing that some through traffic will continue to be routed via Chicago even after the proposed railroad is built, at the railroads' or shippers' discretion. Rail traffic destined-to and originating-from the Chicago region itself is not included in the base load – it is expected that the routing of this traffic will not change. A small amount (~10%) of total GLBR volume is anticipated to be locally generated traffic and is included in this response.
- Railroad traffic volume is expected grow at approximately 2% a year, the anticipated long-term growth rate of the national economy (Gross Domestic Product Long Term Forecast as per 2016 Organisation for Economic Co-operation and Development).

Anticipated train speeds are provided in **Appendix 3** based on a weighted average of the maximum speeds for each traffic type, including empty car speed restrictions, adjusted for acceleration and deceleration at each connection over each segment. Average speeds do not include built-in dwell for servicing or staging at the Manteno Railport or at connecting railroad interchange points. The STB Public Use Waybill Sample was used to estimate the general breakdown of traffic types and subsequently the breakdown of train service types tempered by the GLBT team's personal observations and experience.

Finally, projected train lengths will vary with the seasons, railroad and shipper business decisions and connecting railroad performance. GLBR anticipates that through freight trains in year 1 will average 74 cars across the network, operated with two locomotives (based on averages prepared and published by CREATE) and will grow to an average 100 cars, also with two locomotives, in year 3.

Please let us know whether you have any questions concerning the information supplied.

Very truly yours,

James T. Wilson  
President and CEO

Cc: Frank Patton  
Mike Blaszak  
William Miller  
Cassandra Wilson  
Kathryn K. Floyd  
Jay C. Johnson