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The Hon. Ann D. Begeman
The Hon. Daniel R. Elliott, III
The Hon. Deb Miller
U.S. Surface Transportation Board
395 E Street, SW
Washington, DC 20423

Dear Acting Chairman Begeman, Vice Chairman Elliott, and Member Miller:

In Regards to STB Docket 35952

UPS operates the world's largest private multimodal transportation services and solutions network, combining air, truck, rail and ocean movements into a seamless mosaic to service customers around the globe. This sophisticated transportation operation moves, on a daily basis, goods equaling approximately 6% of the nation's gross domestic product. More than 444,000 worldwide employees work in concert to meet our customers' needs and deliver approximately 18.3 million packages, documents and freight shipments a day, whether it be across town, or around the globe.

For more than 40 years, UPS has utilized truck-rail intermodal transportation to service our customers throughout the United States. Today, UPS is one of the nation's largest corporate customers of the Class I railroad industry, moving approximately 3,000 containers and trailers on the rail network each business day.

The freight rail intermodal network provides UPS a safe, efficient, sustainable manner to move commercial vehicles off the highway as we transport both small packages and palletized freight across the United States. While trucks ultimately make final-mile delivery for all UPS shipments, the rail intermodal component is critical in helping to alleviate highway congestion, promote air quality, and mitigate highway infrastructure degradation. UPS works closely with all Class I freight railroads to maximize opportunities to move intermodal rail traffic, while balancing financial and time-in-transit constraints of the rail network.

Of keen interest to UPS are efforts by Great Lakes Basin Transportation to construct a privately-funded railroad (i.e. – Great Lakes Basin Railroad or GLBR) around Chicago for freight rail traffic not destined for the greater Chicagoland geographic area. Although in its infancy, any effort to build new rail capacity and bypass the notorious Chicago rail bottleneck would have a

material positive impact on the fluidity and velocity of the freight rail network, and a direct benefit to UPS and our customers. As a leading multimodal transportation services provider, UPS enthusiastically supports public policy initiatives that increase goods movement capacity. These type of projects are far and few between, as widely-accepted freight forecast data suggests additional pressure on our transportation networks in the coming 10-20 years.

UPS would strongly encourage the STB to work expeditiously with GLBR to evaluate and approve the various preliminary regulatory hurdles under its purview so that GLBR may move forward with this vital transportation infrastructure project. Thank you for your consideration; if UPS can be a resource or of help to the Board in its deliberations on this matter please do not hesitate to contact us as outlined below.

Sincerely,



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