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A public necessity review must include a review of many factors. First is the environment, in the case of the Great Lakes Basin project the environment will be forever harmed. Next is can the builders afford the project? In the case of GLBT they have provided no evidence they can afford the project. Next we have is the route needed, again GLBT has not provided concrete evidence of need in the form of letters of intention of anyone planning on using the route, Norfolk Southern has consistently questioned the need, the route and the numbers GLBT has submitted. Next do the planners have the ability to implement the project, give GLBT has no business experience, no existing revenues, no past operating history, no balance sheet, made up sales numbers and no actual expense quotes, the answer has to be no, they do not have the ability to operate and implement a project of this scale. We must also look at financing and GLBT has provided no proof of in place lines of credit, loans or other financial documentation other than approve this and we will figure out how to pay for it. Preference of the project over existing projects must also be determined, and no other company has expressed preference for the route and the public has clearly shown they do not want the route. Therefore we must conclude the route is not desired by any segment of the population. From a safety standpoint, the route is not in the public interest as it creates more crossings, more risk of derailments, more risks of injury from people exploring the tracks and the bridges across rivers, a young boy just died in Chicago from jumping in the river off a railroad bridge, the public faces more toxic fumes, more pollution and more risk of train derailments with toxic chemical spills. This project is not safe for the public. A final aspect to look at is public and governmental support. This project has none, 11 county boards in three states, numerous local townships, cities and villages, the Farm Bureau, environmental groups, State Senators and Representatives, close to 100 individual groups of people, even the Cook County Government, and thousands of private citizens oppose this line, there is NO support of it, and as such NO public necessity and I am asking for an immediate denial of the route.