

Date	Comment
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29-Mar-18	<p>Please find our letter concerning the proposed BNSF bridge over Lake Pend Oreille attached.</p> <p>Thank you.</p>

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26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
09-Apr-18	<p>The purpose of this notice is to inform the public that the U.S. Army Corps of Engineers, Portland District (Corps) may require additional compensatory mitigation for unavoidable impacts and permanent losses of certain waters of the United States. The Corps has developed a list of Aquatic Resources of Special Concern (ARSC) to identify and define those aquatic resources that are unique, difficult to replace, and/or have high ecological function. The list of ARSC, with definitions, is attached.</p> <p>Mitigation is an important part of the Corps' permit evaluation process. Compensatory mitigation may be required to offset unavoidable adverse impacts remaining after all appropriate and practicable avoidance and minimization measures have been implemented. Mitigation requirements are outlined in the Compensatory Mitigation for Losses of Aquatic Resources Final Rule (33 CFR Part 332), commonly referred to as the "mitigation rule."</p> <p>The mitigation rule at 33 CFR Part 332.3(f) describes factors used to determine the amount of required compensatory mitigation to replace lost aquatic functions. Factors to consider regarding the amount of compensatory mitigation include the likelihood of success, the difficulty of establishing the desired aquatic resource type, and the temporal loss of aquatic resource functions due to the time it takes to fully achieve functions at the compensatory mitigation project. Due to their unique characteristics, ARSC can be particularly difficult to replace. Where unavoidable impacts result in environmental losses within ARSC, the Corps will consider the factors above in determining the appropriate compensatory mitigation requirements.</p> <p>Compensatory mitigation ratios for impacts to ARSC may be higher than required for other types of waters to account for the risk of failure and other factors, such as temporal loss, when replacing these aquatic resources. [PLEASE SEE THE PDF FOR THE REMAINING TEXT.]</p>

25-Mar-18	<p>[Note: Abady left one other comment dated 3/25/18] I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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29-Apr-18	<p>Marsha Adams has a duplicate email letter sent on 4/29/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
20-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>[NOTE: This individual sent in a comment on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

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15-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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28-Apr-18	<p>Bernardo Alayza Mujica has a duplicate email letter sent on 4/28/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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09-Mar-18

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12-Mar-18

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.

And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.

Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.

27-Mar-18

I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.

BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.

Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:

1. Extend the public comment period by 120 days from the date of the public notice.
2. Require a full environmental impact statement.
3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.

16-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>[NOTE: This individual sent in two comments on 03/26/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

15-Mar-18

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.

And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.

Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.

26-Mar-18

[NOTE: This individual sent in two comments on 03/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.

BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.

Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:

1. Extend the public comment period by 120 days from the date of the public notice.
2. Require a full environmental impact statement.
3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.

29-Apr-18	<p>Peter Altman has a duplicate email letter sent on 4/29/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
30-Apr-18	<p>Patricia Always has a duplicate email letter sent on 4/30/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following: 1. Require a full environmental impact statement. 2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</p>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would affect soils, surface water, air quality and groundwater resources. BNSF's operations would change as a result of the new bridges in ways that affect safe navigability on the lake, emergency response times, rail safety, and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>[Note: Arnod also has another comment dated 4/26/18] I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li><li>3. INSIST that BNSF put in place a bond BEFORE any work starts that cannot be accessed in the event of their bankruptcy, sale or dissolution that will cover the costs of all worst-case scenarios so the people are not left paying to salvage their land and health while a few executives and shareholders take off with the money.</li></ol>
26-Mar-18	<p>[NOTE: This individual sent in two comments on 03/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
29-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

07-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
18-Mar-18	<p>I am writing to protest the Sandpoint Junction Connector project and urge your swift denial of the permits needed for construction. The project represents a significant threat that does little to protect the local environment. It is a project worthy of an expedited denial.</p> <p>The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, increasing the environmental risks to a fragile eco system, decreasing water quality, and adding to emissions issues in area that regularly suffers from hazardous air quality to inversions and wildfire smoke. This project will mean longer wait times on nearby roads and streets that cross BNSF tracks as BNSF has already seen massive derailment in the area that clogged local thoroughfares for days at a time. Doubling rail capacity of the line here, this will substantially increase the safety risks associated with hazmat train traffic in the region.</p> <p>The project's threat to the scenic value and sustainability of the Pend Oreille and Upper Columbia watershed is unproven and BNSF is commitment to the highest standards for safety is certainly debatable considering that in recent years BNSF/Montana Rail Link has seen Boeing 737 planes lost into the Clark Fork, grain dumped along US 95 south of Lake Pend Oreille among other accidents. It is questionable if BNSF is as well prepared to deal with sensitive areas like Lake Pend Oreille as they claim. Their "highly-detailed response" plans for environmentally sensitive regions don't mitigate the damage created by an accident and the reset to zero in billions of dollars in restoration and recovery efforts. The reality is rail is hardly the safest, most efficient and environmentally friendly way to ship commodities. The best thing we can do is oppose proposals such as Sandpoint that will further impact local stakeholders, decrease safety, while exposing the environment to great risk.</p> <p>Sandpoint is an outdated and poorly envisioned proposal that in many regards places the needs of a just passing through rail operator above those of local residents who have raised significant opposition and critical questions. Thank you for the opportunity to voice my opposition for the Sandpoint Junction Connector. I strongly urge your timely rejection of the project's necessary permits.</p>

26-Mar-18	<p>[NOTE: This individual sent in another comment on 03/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
29-Mar-18	<p>[NOTE: This individual sent in another comment on 03/29/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

04-Apr-18	<p>[NOTE: This individual sent in two comments on 04/4/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

20-Mar-18

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.

And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.

Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.

25-Mar-18

I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.

BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.

Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:

1. Extend the public comment period by 120 days from the date of the public notice.
2. Require a full environmental impact statement.
3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.

30-Apr-18	<p>Richita Anderson has a duplicate email letter sent on 4/30/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



26-Mar-18	<p>[NOTE: This individual sent in two comments on 03/26/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>[NOTE: This individual sent in two comments on 03/26/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

30-Apr-18	<p>As a resident of Sandpoint, living close to the Pend Oreille River, I am concerned about BNSF's proposal to construct a series of bridges across Lake Pend Oreille in Bonner County, Idaho. Lake Pend Oreille is Idaho's largest lake and the fifth deepest lake in the United States. It also is a major tributary of the Columbia River, whose salmon and other species have been severely impacted by dams and development. ¶ As proposed, the BNSF project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, north Idaho, and the Pacific Northwest. ¶ BNSF's proposal could change the built and natural environments, and could also affect safe navigation on the lake and river, emergency response times, rail safety and transportation in the region. ¶ Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses that are affected by rail travel in the region safe. ¶ Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue and that would be prudent for such a major project. ¶ Accordingly, I request the following: ¶ 1. Extend the public comment period by 120 days from the date of the public notice. ¶ 2. Draft a full environmental impact statement so that all biological, physical, social and economic impacts. ¶ 3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal. ¶ 4. Conduct public hearings before the environmental impact statement is completed and after it is released.</p>
26-Mar-18	<p>[NOTE: This individual sent in two comments on 03/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol> <p>Mni Wiconi....WATER IS LIFE!!</p>
27-Apr-18	<p>Patrick Annabel has a duplicate email letter sent on 4/26/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol> <p>Lake Pend Oreille is Idaho's largest and deepest lake. It is home to threatened bull trout and an entire ecosystem of aquatic life; the lake provides a regional drinking water source and is a major tourism asset. In 2017 alone, four trains derailed in this area near waterways. Just a single fossil fuel train derailment could damage and change Lake Pend Oreille forever.</p>

27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol> <p>Lake Pend Oreille is Idaho's largest and deepest lake. It is home to threatened bull trout and an entire ecosystem of aquatic life; the lake provides a regional drinking water source and is a major tourism asset. In 2017 alone, four trains derailed in this area near waterways. Just a single fossil fuel train derailment could damage and change Lake Pend Oreille forever.</p>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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26-Mar-18	<p>[NOTE: This individual sent in two comments on 03/26/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

09-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol> <p>These requests should have been in place. Instead, it feels like this plan is being rushed through so BNSF can make more money while degrading our precious fragile environment.</p>
25-Mar-18	<p>[Note: Antonini left one other comment dated 3/25/18] I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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15-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol> <p>This not what is needed as clean energy production is the powerful business of the future.</p>

26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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28-Mar-18	<p>[NOTE: This individual sent in two comments on 03/28/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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29-Mar-18	<p>Peter Aron has 6 duplicate email letters sent on 3/29/18. I am very concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

31-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
31-Mar-18	<p>[NOTE: This individual sent in two comments on 03/31/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

27-Apr-18	<p>The future of the planet will continue to be in human hands for many decades. We are living in critical times and must reverse the damage we have done. Wake up and take an honest look at what is happening in the world with climate change and micro plastics.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>duplicate: I am profoundly concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the *entirety* of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the entire Pacific Northwest.</p> <p>BNSF's incomplete and strategically vague proposal, if carried out, would impact soils, surface water, air quality, and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety, and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>I am asking that you demand that comprehensive EIS immediately.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect, and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol> <p>As a Seattle resident already living in BNSF's Blast Zone, and constantly confronted by noise and vibration from BNSF trains carrying coal and oil, I have a special interest in demanding that BNSF not be allowed to proceed to savage the environment near Sandpoint, and especially Lake Pend Oreille. No operation as dangerously threatening as this one must be allowed to proceed without a full investigation of its immense costs and dangers.</p> <p>I ask you to have the courage and grit to confront BNSF and at the very minimum to demand and enforce its absolute accountability for any and every leak, spill, derailment, or explosion -- or they will just shrug and go on with business as usual.</p>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

26-Apr-18	<p>[Note: Atkinson has another comment dated 4/26/18] I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>[NOTE: This individual sent in two comments on 03/26/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



26-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest. ¶ BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement. ¶ In addition, the ecological damage that a could result from the derailment and spillage of an oil train must be included in such an Environmental Impact Statement. ¶ Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following: 1. Extend the public comment period by 120 days from the date of the public notice. 2. Require a full environmental impact statement. 3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</p>
30-Mar-18	<p>Patricia Auer has 3 duplicate email letters sent on 3/30/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>There are 2 identical comments.</p> <p>Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States.</p> <p>My family swim, boat and fish in the waters of Lake Pend Oreille. Grandma and grandpa live on the lakefront. I work at a local resort that depends on the natural beauty and pristine outdoor environment to attract tourism dollars as well as quality employees to our community. Anything that poses a risk to our lake's water quality is a threat to our entire community.</p> <p>As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest.</p> <p>BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations.</p> <p>Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe.</p> <p>Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Draft a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> <li>4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</li> </ol>
26-Mar-18	<p>Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. ¶ My family swim, boat and fish in the waters of Lake Pend Oreille. Grandma and grandpa live on the lakefront. I work at a local resort that depends on the natural beauty and pristine outdoor environment to attract tourism dollars as well as quality employees to our community. Anything that poses a risk to our lake's water quality is a threat to our entire community. ¶ As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest. ¶ BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations. ¶ Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe. ¶ Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following: 1. Extend the public comment period by 120 days from the date of the public notice. 2. Draft a full environmental impact statement. 3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal. 4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</p>

26-Mar-18	<p>Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States.</p> <p>My family swim, boat and fish in the waters of Lake Pend Oreille. Grandma and grandpa live on the lakefront. I work at a local resort that depends on the natural beauty and pristine outdoor environment to attract tourism dollars as well as quality employees to our community. Anything that poses a risk to our lake's water quality is a threat to our entire community.</p> <p>As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest.</p> <p>BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations.</p> <p>Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe.</p> <p>Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Draft a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> <li>4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</li> </ol>
26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>I am also a property owner in Eastern Washington near the Idaho border and the BNSF railroad line that will carry hazardous substances will be traveling through my property. When we bought the property which we live on, we were told the railroad easement through our property would not be a problem, as it didn't get high use. However in the past two years they have been working on the tracks and have fortified the bridge near us. The area we live in is heavily forested and has been threatened by forest fires for the past several summers. The combination of fire and trains carrying highly volatile materials is a dangerous combination and would be very destructive to this lovely region.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>[NOTE: This individual sent in two comments on 03/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho, which would promote increased shipments of coal, oil, and other hazardous substances throughout the region.</p> <p>I am writing from Vancouver, WA, where we have also opposed oil-by-rail -- for reasons of safety, public health, and environmental protection.</p> <p>Please require a thorough EIS and a full public comment period.</p> <p>Thank you.</p>
25-Mar-18	<p>Submitted 3 times.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement....</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>[NOTE: This individual sent in two comments on 03/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol> <p>The realization that oil and coal are toxic and extremely hazardous is recent, and the methods of approval for fossil fuel infrastructure have not yet caught up to the scientific and public perception of the dangers. It is past time to insist that a full public review that includes cumulative impacts be required for all projects involving fossil fuels or their transportation.</p>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>[Note: McKeown-Gallich submitted another comment on 4/26/18] concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

15-Mar-18

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.

And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.

Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.

31-Mar-18

[NOTE: This individual sent in another comment on 03/31/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.

BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.

Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:

1. Extend the public comment period by 120 days from the date of the public notice.
2. Require a full environmental impact statement.
3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.

26-Mar-18	<p>[NOTE: This individual sent in two comments on 03/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
31-Mar-18	<p>There are 2 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about, and strongly against, BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>I strongly believe that any permits for such rail projects, which specifically are being built to move coal, gas, and oil to coastal ports, be denied. Instead, we can create many more jobs by fixing existing highways and infrastructure falling to ruins and endangering people, such as ancient gas lines and old oil and gas pipelines that have outlived their lives and are becoming dangerous.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

26-Mar-18

I am very concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.

BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.

Please evaluate BNSF's proposal by taking a hard look at all of the direct, indirect and cumulative impacts of the project. Accordingly, I request that you do the following:

1. Extend the public comment period by 120 days from the date of the public notice.
2. Require a full environmental impact statement.
3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal. Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:
  1. Extend the public comment period by at least 120 days from the date of the public notice.
  2. Require a full comprehensive EIS-Environmental Impact Statement.
  3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.

25-Mar-18

I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.

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2. Require a full environmental impact statement.
3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.

28-Apr-18

Barbara Baird has a duplicate email letter sent on 4/28/18. Lake Pend Oreille is a treasure, a national treasure that must be protected. Any threats to the integrity and health of this ecosystem should be minimized. Do not build a rail bridge, which would add to oil or coal pollution.

I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.

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Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:

1. Require a full environmental impact statement.
2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.

And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.

Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.



25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

<p>26-Apr-18</p>	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
<p>25-Mar-18</p>	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

06-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
29-Apr-18	<p>Katherin Balles has a duplicate email letter sent on 4/29/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

28-Mar-18	<p>Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. ¶ As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest. ¶ BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations. ¶ Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe. ¶ Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following: 1. Extend the public comment period by 120 days from the date of the public notice. 2. Draft a full environmental impact statement. 3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal. 4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</p>
27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

29-Apr-18	<p>Leslie Baran has a duplicate email letter sent on 4/29/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

28-Apr-18	<p>Brad Bardwell has a duplicate email letter sent on 4/28/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>



20-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
15-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

29-Mar-18	<p>[NOTE: This individual sent in five comments on 03/29/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
03-May-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-17	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>[Note: Barry has another comment dated 3/25/18] I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
28-Mar-18	<p>[NOTE: This individual sent in two comments on 03/28/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



26-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

13-Apr-18	<p>Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. ¶ As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest. ¶ BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations. ¶ Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe. ¶ Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following: 1. Extend the public comment period by 120 days from the date of the public notice. 2. Draft a full environmental impact statement. 3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal. 4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</p>
26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>Submitted 2 times.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement....</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>Annick Baud has a duplicate email letter sent on 3/25/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
02-May-18	<p>Timothy Baures has a duplicate email letter sent on 5/2/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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22-Mar-18	<p>Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States.</p> <p>As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest.</p> <p>BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations.</p> <p>Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe.</p> <p>Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Draft a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li><li>4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</li></ol>
25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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15-Mar-18

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.

And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.

Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.

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26-Apr-18	<p>[Note: Bennet also has another comment dated 4-26-18] I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

12-Mar-18

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.

And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.

Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.

25-Mar-18

I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.

BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.

Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:

1. Extend the public comment period by 120 days from the date of the public notice.
2. Require a full environmental impact statement.
3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.

06-Mar-18

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.

And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.

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25-Mar-18

[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer and the Coast Guard]. As someone who grew up in the inland Pacific Northwest and values Pend Oreille Lake very much, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho, one of which would cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.

BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that would impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can be reviewed only in a thorough, comprehensive Environmental Impact Statement.

Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:

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2. Require a full environmental impact statement.
3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.

Please recognize that just a single fossil fuel train derailment could damage and change Lake Pend Oreille forever. Thank you.

06-Mar-18

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

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25-Mar-18

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1. Extend the public comment period by 120 days from the date of the public notice.
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26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
21-Mar-18	<p>Living in a region that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States.</p> <p>As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest.</p> <p>BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations.</p> <p>Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe.</p> <p>Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Draft a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li><li>4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</li></ol>



25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

06-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

25-Mar-18	<p>[Note: Bergner left two other comments dated 3-25-18] I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>{NOTE: This individual sent in another comment on 04/26/2018 to Steven Fischer}. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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15-Mar-18	<p>Sandpoint is an ideal proposal with significant support. It is financially sound, adds to our transportation infrastructure and will lead to an improved economy which will in turn create jobs and adds to the tax base. Rail is the the most efficient means of overland transit and thereby reduces carbon emissions. As I understand it, this will add a parallel track to existing lines and therefore the environmental impact would be negligible.</p> <p>I strongly urge your timely approval of the project's necessary permits.</p>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

27-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



25-Mar-18	<p>[NOTE: This individual sent in a comment on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
15-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

29-Mar-18	<p>[NOTE: This individual sent in three comments on 03/29/2018 to the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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26-Mar-18	<p>[NOTE: This individual sent in two comments on 03/26/2018 to Steven Fischer]. Protecting the environment is my top priority. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>For anyone concerned about the environmental impacts of this proposal, building these bridges is not a good idea because:</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol> <p>Thank you for the opportunity to comment.</p>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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16-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

26-Apr-18	<p>K Kay Bircher has a duplicate email letter sent on 4/26/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

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26-Apr-18	<p>Dear U.S. Coast Guard,</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



15-Mar-18

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.

And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.

Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.

25-Mar-18

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BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.

Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:

1. Extend the public comment period by 120 days from the date of the public notice.
2. Require a full environmental impact statement.
3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.

29-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
26-Jun-18	<p>The U.S. Army Corps of Engineers stating "blah, blah, blah" following the section on Public Involvement in its Draft Environmental Assessment for the Carey Creek Shoreline Stabilization Project is troubling to me as a local who lives in this area and has concerns about projects being reviewed by federal agencies.</p> <p>Our community, economy and the surrounding environment depend on protecting Lake Pend Oreille and keeping families and businesses along the rail line safe.</p> <p>This was made clear in a 2008 University of Idaho survey of 267 nearshore property owners on Lake Pend Oreille. According to this survey, property owners place "quite" to "extreme" importance on water quality issues, and homeowners "strongly believe" that the lake needs protecting.*</p> <p>Please evaluate BNSF's proposal to add a second rail bridge across Lake Pend Oreille with the same seriousness and concern we have for this issue. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Draft a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> <li>3. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</li> </ol> <p>*Coombs, D.M. and N. Sanyal. 2008. "Understanding Shoreline Property Owner's Views on the Water Quality of Lake Pend Oreille." A Report for the Tri-State Water Quality Council. Moscow, ID: University of Idaho.</p>

28-Apr-18	<p>Paul Blackburn has a duplicate email letter sent on 4/28/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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27-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

<p>25-Mar-18</p>	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
<p>16-Mar-18</p>	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>



28-Mar-18	<p>This lake is a huge deal in our area! I learned to swim in this lake and eaten fish from this lake, none of which would be possible for future generations if a tragedy were to occur (derailment). We just had that huge accident in Athol - what if that had been oil or chemicals? Enough is enough! Put human beings, and animals first! To hell with money and the greedy people driving this proposal! ¶ Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. ¶ As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest. ¶ BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations. ¶ Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe. ¶ Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following: 1. Extend the public comment period by 120 days from the date of the public notice. 2. Draft a full environmental impact statement. 3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal. 4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</p>
26-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol> <p>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
26-Apr-18	<p>Rene Bobo has a duplicate email letter sent on 4/26/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

25-Mar-18	<p>duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways impacting safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p>

26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>Submitted 3 times.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
15-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>



26-Apr-17	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
20-Mar-18	<p>Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States.</p> <p>As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest.</p> <p>BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations.</p> <p>Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe.</p> <p>Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Draft a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li><li>4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</li></ol>

26-Apr-18	<p>Donna Bonetti has a duplicate email letter sent on 4/26/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

28-Apr-18	<p>Patrick Boot has a duplicate email letter sent on 4/28/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Apr-18	<p>Tika Bordelon has a duplicate email letter sent on 4/27/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
15-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

15-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
21-Mar-18	<p>Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States.</p> <p>As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest.</p> <p>BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations.</p> <p>Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe.</p> <p>Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Draft a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li><li>4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</li></ol>



26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
01-May-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

18-Mar-18

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.

And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.

Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.

26-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol> <ol style="list-style-type: none"><li>4. WATER has become a world wide crisis concern. Any chance of such a threat to regional drinking water supplies is of GRAVE concern for humanity. They need to be protected - forever is a pretty long time. As it is we are perfecting ways of cleaning up and protecting finite sources. The human body is at least 80% water, it is vital to ALL.</li></ol>
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16-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

12-Mar-18

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.

And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.

Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.

26-Apr-18

I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.

BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.

Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:

1. Require a full environmental impact statement.
2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.

26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>[NOTE: This individual sent in two comments on 03/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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26-Mar-18	<p>[NOTE: This individual sent in two comments on 03/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
29-Apr-18	<p>Leslie Bradford has a duplicate email letter sent on 4/29/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

22-Mar-18	<p>This project goes right through the heart of downtown Sandpoint. It may be the cheapest way to do business but is this what you would want in your backyard? Railroads have a long history in the area but this development would bring almost a continuous line of trains into what is essentially the heart of the Sandpoint tourist/business district. Every day open coal trains go by uncovered and tanks of flammable liquid pass through town close enough to City Beach to be dangerous to many if there were a derailment. I ask you to consider moving the bridges and changing your plans to bring trains across as a less populated, more industrial area. Unfortunately I am resigned to the fact that this letter will have little impact on your decision but I feel rather hopeless about most of the decisions that corporations and the government make these days. However I am committed to at least participating in activities that inform you and the community about how negatively these tracks and additional trains will impact the city of Sandpoint downtown and City Beach.</p> <p>As an aside I lived in a town of 250,000 in the Midwest where a train did derail in a big rainstorm and explode due to flammable contents. The explosion instantly killed the people just behind the gate in their car as they were waiting for the train to pass. ¶ Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States.</p> <p>As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest.</p> <p>BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations.</p> <p>Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe.</p> <p>Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Draft a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

29-Mar-18	<p>Bryan Branson has 3 duplicate email letters sent on 3/29/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



26-Apr-18	<p>am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
03-May-18	<p>John Bremer has a duplicate email letter sent on 5/3/18. I am concerned about insurance company manager Warren Buffet's proposal to construct a series of bridges in Bonner County, Idaho to facilitate his fossil fuel transportation operation, the BNSF railroad. One of the bridges would cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

28-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>[Note: Brennan left two other comments dated 3/25/18] I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

15-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li><li>3. To my knowledge there is no port on the west coast of Washington, Idaho or British Columbia for BNSF trains to take trains laden with coal, oil or any other hazardous substance - thus no need for a second bridge.</li></ol>

25-Mar-18	<p>Jan Bromann has a duplicate email letter sent on 3/25/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
11-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

27-Apr-18	<p>Pat Brooks has a duplicate email letter sent on 4/27/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>Duncan Brown has a duplicate email sent on 4/26/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>There are x identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal ( APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
15-Mar-18	<p>(This matrix includes another letter by Larry Brown dated 3/15/2018.) The proposed Sandpoint Junction Connector Project in Sandpoint Idaho is a vital piece of freight mobility infrastructure and IAM&amp;AW District Lodge 751 supports its construction. ¶ Washington State is one of the most trade-dependent states in the country. Investments in America's trade infrastructure are critical in order to maintain and grow our economy. Rail is a prime example of privately-funded and owned infrastructure. ¶ This project will increase the capacity of the Great Northern Rail Corridor that is an important conduit for everything from consumer goods, grain, lumber and, importantly to members of our Union - industrial and airplane components. ¶ Rail continues to be the safest and most environmentally friendly method to transport freight. The Sandpoint Junction Connector Project is an essential piece of our trade infrastructure that supports industries that provide family-wage jobs. For these reasons IAM&amp;AW District Lodge 751 asks that you support the Sandpoint Junction Connector.</p>

26-Mar-18	<p>[NOTE: This individual sent in two comments on 03/26/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
15-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. As the Legislative and Political Director for the Aerospace Machinists Union District Lodge 751, I am acutely aware of the importance of an efficient and reliable transportation system for the aerospace manufacturing industry to thrive here in the Great Pacific Northwest.</p> <p>The Aerospace Machinists Union District Lodge 751 represents approximately 30 thousand workers at Boeing. Many of those workers are employed building the 737 jetliner. The current rate of production is at a record 52 airplanes a month. There are tentative plans by Boeing to increase production rates even higher than the published increase to 63.</p> <p>For each airplane assembled in Renton Washington, Boeing must take delivery of a completed fuselage which is produce by Spirit Aerospace in Wichita Kansas and then shipped by rail. Without a reliable Rail system, production rates will be limited or even decreased and employment will be impacted at Boeing. Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>Submitted 2 times.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement....</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

28-Apr-18	<p>Harry and Jill Brownfield have a duplicate email letter sent on 4/28/18. We are concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, we request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
13-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

25-Mar-18	<p>duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>[NOTE: This individual sent in a comment on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



30-Mar-18	<p>Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. ¶ As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest. ¶ BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations. ¶ Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe. ¶ Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following: 1. Extend the public comment period by 120 days from the date of the public notice. 2. Draft a full environmental impact statement. 3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal. 4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</p>
30-Mar-18	<p>[NOTE: This individual sent in two comments on 03/30/2018 to the Army Corps of Engineers and the Coast Guard]. Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States.</p> <p>As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest.</p> <p>BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations.</p> <p>Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe.</p> <p>Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Draft a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li><li>4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</li></ol>

27-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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25-Mar-18	<p>Submitted 2 times.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>As a graduate of both Borah High School in Boise and of the College of Idaho, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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04-Apr-18

Received 3 identical comments

Dear Admiral Zukunft:

I am pleased to write in support of the proposed Sandpoint Junction Connector project.

Agriculture is one of Montana's largest economic sectors and the backbone of our rural economy. Montana exports wheat, pulse crops, barely, oats, rye, malt, and many other agricultural commodities from our state to feed people across the nation and the world. The majority of these high quality agricultural products are delivered by rail through the Pacific Northwest for markets in Washington, Oregon, California and overseas. In 2008, BNSF shipped just 25,000 carloads of Montana wheat and 411 carloads of pulse crops to the Pacific Northwest. Today, BNSF ships more than 39,000 carloads of Montana wheat and 3,600 carloads of pulse crops to the Pacific Northwest. This is almost a 55% increase for Montana wheat and nearly a 900% increase in pulse crops over the last past ten years. The increase in demand is a great benefit to Montana's economy and highlights the changing agricultural food supply chain of the world. To ensure that agricultural producers in Montana, and in our neighboring states, get a fair market price for their high quality products we need an efficient and reliable rail network.

The current single lane bridge across Lake Pend Oreille has become a bottleneck for rail shipments coming from Montana during our peak agricultural and harvest times. The longer grain stays in the bin, the less farmers make- causing a ripple effect throughout Montana's economy. Since 2014, BNSF has shown their commitment to the efficient flow of goods by investing millions of dollars and expanding miles of double track along the northern transcontinental route to increase rail capacity. These investments are driven by the record demand for agricultural products from Montana and the west-including an all-time record volume of agricultural products just this past March.

The completion of the Sandpoint Junction Connector project will open up the current bottleneck along the northern corridor and allow BNSF to meet current volume demands and deliver a more reliable service for Montana farms, ranches, businesses, and future exporters.

I am confident the Army Corps of Engineers and the U.S. Coast Guard, along with all local and state entities, will conduct a thorough review and analysis of this proposal. I ask that we get shovels in the ground soon to meet the needs of businesses in Montana and throughout the United States.

Thanks again for the opportunity to share my support for this project. I ask that you consider BNSF Railway's application to proceed with the Sandpoint Junction favorably.

Sincerely,

Steve Bullock

Governor

Comments received by USACE/IDL in response to PN for Application  
NWW-2007-01303 (2/26/2018)

USCG0023983/27

04-Apr-18

[NOTE: Gov. Bullock has a duplicate letter under John Malia dated 4/6/2018 as an attachment to Malia] Attached is a letter of support for the Sandpoint Junction Connector project from Montana Governor Steve Bullock. The letters are being mailed today but wanted to email you both a copy. (PDF attachment to Admiral Zukunft dated 4/4/2018. Identical letter from MT Governor Bullock to USACE, also a separate PDF in this email) I am pleased to write in support of the proposed Sandpoint Junction Connector project. ¶ Agriculture is one of Montana's largest economic sectors and the backbone of our rural economy. Montana exports wheat, pulse crops, barely [barley], oats, rye, malt, and many other agricultural commodities from our state to feed people across the nation and the world. The majority of these high quality agricultural products are delivered by rail through the Pacific Northwest for markets in Washington, Oregon, California and overseas. ¶ In 2008, BNSF shipped just 25,000 carloads of Montana wheat and 411 carloads of pulse crops to the Pacific Northwest. Today, BNSF ships more than 39,000 carloads of Montana wheat and 3,600 carloads of pulse crops to the Pacific Northwest. This is almost a 55% increase for Montana wheat and nearly 900% increase in pulse crops over the past ten years. The increase in demand is a great benefit to Montana's economy and highlights the changing agricultural food supply chain of the world. To ensure that agricultural producers in Montana, and in our neighboring states, get a fair market price for their quality products we need an efficient and reliable rail network. ¶ The current single lane bridge across Lake Pend Oreille has become a bottleneck for rail shipments coming from Montana during our peak agricultural and harvest times. The longer grain stays in the bin, the less farmers make--causing a ripple effect throughout Montana's economy. Since 2014, BNSF has shown their commitment to the efficient flow of goods by investing millions of dollars and expanding miles of double track along the northern transcontinental route to increase rail capacity. These investments are driven by the record demand for agricultural products from Montana and the west--including an all-time record volume of agricultural products just this past March. ¶ The completion of the Sandpoint Junction Connector project will open up the current bottleneck along the northern corridor and allow BNSF to meet current volume demands and deliver a more reliable service for Montana farms, ranches, businesses, and future exporters. ¶ I am confident the Army Corps of Engineers and the U.S. Coast Guard, along with all local and state entities, will conduct a thorough review and analysis of this proposal. I ask that we get shovels in the ground soon to meet the needs of businesses in Montana and throughout the United States. ¶ Thanks again for the opportunity to share my support for this project. I ask that you consider BNSF Railway's application to proceed with the Sandpoint Junction favorably.

27-Apr-18

I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest. BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement. Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:

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06-Apr-18	<p>Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. ¶ As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest. ¶ BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations. ¶ Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe. ¶ Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following: 1. Extend the public comment period by 120 days from the date of the public notice. 2. Draft a full environmental impact statement. 3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal. 4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released. ¶</p> <p>These requests should have been in place. Instead, it feels like this plan is being rushed through so BNSF can make more money while degrading our precious fragile environment.</p>
06-Apr-18	<p>Received 3 identical comments</p> <p>Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States.</p> <p>As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest.</p> <p>BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations.</p> <p>Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe.</p> <p>Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Draft a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> <li>4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</li> </ol> <p>These requests should have been in place. Instead, it feels like this plan is being rushed through so BNSF can make more money while degrading our precious fragile environment.</p>

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26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

28-Apr-18	<p>Lyn Burke has a duplicate email letter sent on 4/28/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect, and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>Submitted 3 times.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect, and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
26-Apr-18	<p>[Note: Burns hsd another comment dated 4/26/18] I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>This plan is an accident waiting to happen.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>Instead of more access being a benefit, this increase in activity is more likely to increase risk from hazardous cargo.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

15-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

27-Mar-18	<p>Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States.</p> <p>As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest.</p> <p>BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations.</p> <p>Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe.</p> <p>Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Draft a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li><li>4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</li></ol>
26-Mar-18	<p>Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. ¶ As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest. ¶ BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations. ¶ Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe. ¶ Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following: 1. Extend the public comment period by 120 days from the date of the public notice. 2. Draft a full environmental impact statement. 3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal. 4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</p>

25-Mar-18	<p>Submitted 2 times.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement....</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

27-Mar-18	<p>There are x identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>Submitted 2 times.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect, and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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11-Mar-18	<p>I am writing to oppose the Sandpoint Junction Connector project and urge you to do the same.</p> <p>A second track, "passing lane" for trains should be done over land not water where the damage from a spill would be far greater.</p>
25-Mar-18	<p>[NOTE: This individual sent in another comment on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol> <p>As all things created by humans, the possibility of failure is high. Please make a thorough and competent environmental review.</p>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

21-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

27-Apr-18	<p>I am extremely concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest. ¶ BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement. ¶ Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following: 1. Require a full environmental impact statement. 2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</p>
26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Apr-18	<p>Danielle C has a duplicate email letter sent on 4/27/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

16-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
28-Apr-18	<p>Jennifer Calvert has a duplicate email letter sent on 4/28/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
08-Apr-18	<p>Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. ¶ As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest. ¶ BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations. ¶ Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe. ¶ Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following: 1. Extend the public comment period by 120 days from the date of the public notice. 2. Draft a full environmental impact statement. 3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal. 4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</p>

08-Apr-18	<p>Received 3 identical comments.</p> <p>Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States.</p> <p>As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest.</p> <p>BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations.</p> <p>Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe.</p> <p>Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Draft a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li><li>4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</li></ol>
02-May-18	<p>[NOTE: THIS COMMENTER HAS ANOTHER LETTER DATED 4/8/2018 ALSO. SHE'S LISTED AS LYNNE CAMPBELL] I am writing today from north Idaho with regard to BNSF's proposal for three new RR bridges in the Sand Creek/Lake Pend Oreille watershed. ¶ This proposal has the potential for a whole variety of negative impacts on our life here in the Sandpoint area and on our environment, including (but maybe not limited to) our water quality, the health of our wildlife and its habitat, traffic congestion, emergency response times, our economy, and noise pollution. ¶ I understand that the Coast Guard is the lead federal agency in charge of the environmental oversight of this proposed project, and I submit to you that, based on the scope of the project and its possible wide-ranging effects (to a whole host of railroad communities, well beyond north Idaho), it inherently requires a full EIS versus a less rigorous EA. There is just too much at stake.</p>

27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>[NOTE: This individual sent in a comment on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>Unfortunately, America has been overcome with unethical, immoral, inhumane, greedy liars who are decision makers who have nothing in mind but destruction, most of which are also religious hypocrites. May you all reap what you sow.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>[NOTE: This individual sent in a comment on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

29-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
28-Apr-18	<p>Rebecca Canright has a previous comment sent on 4/29/18 with a different email address. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



29-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
15-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

26-Mar-18	<p>[NOTE: This individua sent in two comments on 03/26/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Apr-18	<p>Florence Caplow has a duplicate email letter sent on 4/27/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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25-Mar-18	<p>[Note: Carey has another comment dated 3/25/18] I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer and the Coast Guard]. Global warming fossil fuels must stay in the ground to save us from the 6th great mass extinction of life on earth! We must only use solar and wind energy in the future. We must have sustainable farming and estuaries that save carbon in the ground as well. This is urgent! See <a href="https://urldefense.proofpoint.com/v2/url?u=https-3A__en.wikipedia.org_wiki_Permian-25E2-2580-2593Triassic-5Fextinction-5Fevent&amp;d=DwICAg&amp;c=0NKfg44GVknAU-XkWXjNnQ&amp;r=Dgxnpx68gNmI2H8qyHqKj1kXSW9aY8b2c0RQwNtuXWM&amp;m=hLdwfiNWCUDnxtYk5MEnT5V_ytMitY5b6Xzpw9mLkX0&amp;s=nVR2tSXuFE2rZM7n53Hr_7Zr-AtR6JtO2KBE3QuNbuk&amp;e=">https://urldefense.proofpoint.com/v2/url?u=https-3A__en.wikipedia.org_wiki_Permian-25E2-2580-2593Triassic-5Fextinction-5Fevent&amp;d=DwICAg&amp;c=0NKfg44GVknAU-XkWXjNnQ&amp;r=Dgxnpx68gNmI2H8qyHqKj1kXSW9aY8b2c0RQwNtuXWM&amp;m=hLdwfiNWCUDnxtYk5MEnT5V_ytMitY5b6Xzpw9mLkX0&amp;s=nVR2tSXuFE2rZM7n53Hr_7Zr-AtR6JtO2KBE3QuNbuk&amp;e=</a> . No fossil fuels must ever come near Lake Pend Oreille!</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

26-Apr-18	<p>am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
05-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



26-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>Submitted 2 times.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
30-Apr-18	<p>Beth Carr has a duplicate email letter sent on 4/30/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following: 1. Require a full environmental impact statement. 2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</p>

The U.S. Army Corps of Engineers stating "blah, blah, blah" following the section on Public Involvement in its Draft Environmental Assessment for the Carey Creek Shoreline Stabilization Project is troubling to me as a local who lives in this area and has concerns about projects being reviewed by federal agencies.

Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States.

As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest.

BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region.

26-Jun-18

Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe.

Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following:

1. Draft a full environmental impact statement.
2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.
3. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.

\*Coombs, D.M. and N. Sanyal. 2008. "Understanding Shoreline Property Owner's Views on the Water Quality of Lake Pend Oreille." A Report for the Tri-State Water Quality Council. Moscow, ID: University of Idaho.

26-Mar-18

[NOTE: This individual sent in two comments on 03/26/2018 to Steven Fischer and the Coast Guard]. As a resident of the Northwest who was living in Louisiana during the Deepwater Horizon disaster, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.

BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.

Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:

1. Extend the public comment period by 120 days from the date of the public notice.
2. Require a full environmental impact statement.
3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.

21-Mar-18

Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States.

As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest.

BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations.

Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe.

Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following:

1. Extend the public comment period by 120 days from the date of the public notice.
2. Draft a full environmental impact statement.
3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.
4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.

<p>27-Apr-18</p>	<p>Bob Carson has a duplicate email letter sent on 4/27/18. In no way should we support any action that increases the possibility of burning more of the fuel causing the greatest global warming and ocean acidification. No more coal export. Ideally no more coal mining. Certainly no coal ports on the W coast of Canada or the US! No more coal trains. And no bridges for coal trains.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
<p>25-Mar-18</p>	<p>[Note: Carstarphen left two other comments dated 3/25/18] I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>[Note: Cascio left another comment dated 3-25-18] I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
21-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>



25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
31-Mar-18	<p>[NOTE: This individual sent in two comments on 03/31/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

31-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
28-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
01-May-18	<p>Jan Castle has a duplicate email letter sent on 5/1/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
03-Apr-18	<p>[NOTE: This individual sent in another comment on 04/03/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

27-Mar-18	<p>[NOTE: This individual sent in two comments on 03/27/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>[NOTE: This individual sent in a comment on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



20-Mar-18	<p>My background/education/work experience and passion is in environmental science. I recently moved to Sandpoint Idaho because the area offered everything I wanted, which included our beautiful lake and river. I am well aware of the multiple train incidents in the past year and am thankful none of them included oil or another hazardous chemical.</p> <p>I believe the current proposal does not do the local residents justice and accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Draft a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li><li>4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</li></ol>
09-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to the Coast Guard]. It is outrageous that BNSF proposes to construct bridgeS in Bonner County, Idaho. One bridge will cross the entirety of Lake Pend Oreille. Idaho's largest lake and the fifth deepest lake in the United States,; it is unique for this fact and the clarity of its waters!</p> <p>These new rail bridges will transport increased shipments of coal, oil, and other hazardous substances throughout this region. Bridges will create a wide range of direct, indirect and cumulative effects for Sandpoint city, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal will negatively impact soils, pristine water, air quality and groundwater sources. Also, BNSF's operations will change the navigability and safety on this lake because of the new bridges; and, impact emergency response times, rail safety and transportation in the region. These impacts are undeniable, significant, and can only be reviewed in a thorough, comprehensive impartial Environmental Impact Statement (EIS).</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) and take a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
15-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol> <p>Clean water is far more important than the profits of the fossil fuel industry.</p>
29-Apr-18	<p>Stacie Charlebois has a duplicate email letter sent on 4/29/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
06-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

27-Apr-18	<p>Duplicate 6 email letters: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



25-Mar-18	<p>[Note: Chiang left another comment dated 3/25/18] I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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21-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
15-Mar-18	<p>Over the last two decades BNSF has proven to us in the Inland Northwest that they have aggressively become "good citizens" environmentally through their handling of the Hauser Depot, through their compliance with EPA Tier 4 emissions, through their voluntary installation of the Coal Respray Facility in Pasco to reduce coal dust concerns, as a good employer through the strong safety culture they demonstrate daily, through the enthusiastic embrace of PTC (and the only RR expecting to be in compliance by the 2018 deadline). From that standpoint, BNSF has proven they are trustworthy to do a world class job of protecting Lake Pend Orielle while adding a 2nd bridge.</p> <p>As an avid fan of rail transportation, I pay close attention to the rail traffic through the "funnel" between Sandpoint Jct and Spokane. The 'funnel' is an ongoing traffic jam. Traffic jams are not safe, are not environmentally good, and are economically a drag for not just BNSF but also for all customers using BNSF.</p> <p>I believe BNSF should be allowed to pursue building the 2nd bridge over the Pend Oreille river at Sandpoint.</p>

26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
26-Jun-18	<p>The U.S. Army Corps of Engineers stating "blah, blah, blah" following the section on Public Involvement in its Draft Environmental Assessment for the Carey Creek Shoreline Stabilization Project is troubling to me as a local who lives in this area and has concerns about projects being reviewed by federal agencies.</p> <p>Our community, economy and the surrounding environment depend on protecting Lake Pend Oreille and keeping families and businesses along the rail line safe.</p> <p>This was made clear in a 2008 University of Idaho survey of 267 nearshore property owners on Lake Pend Oreille. According to this survey, property owners place "quite" to "extreme" importance on water quality issues, and homeowners "strongly believe" that the lake needs protecting.*</p> <p>Please evaluate BNSF's proposal to add a second rail bridge across Lake Pend Oreille with the same seriousness and concern we have for this issue. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Draft a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> <li>3. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</li> </ol> <p>*Coombs, D.M. and N. Sanyal. 2008. "Understanding Shoreline Property Owner's Views on the Water Quality of Lake Pend Oreille." A Report for the Tri-State Water Quality Council. Moscow, ID: University of Idaho.</p>

26-Apr-18	<p>[Note: Cibery had another comment dated 4/26/18] I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
02-May-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-17	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
06-May-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>Morgan Clark has a duplicate email letter sent on 4/26/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>[NOTE: This individual sent in another comment on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

27-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>[NOTE: This individual sent into two comments on 03/25/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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27-Apr-18	<p>Ken Clark has a duplicate email letter sent on 4/27/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>



26-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho.</p> <p>One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States.</p> <ul style="list-style-type: none"> <li>- These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region.</li> <li>- The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</li> </ul> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region.</p> <ul style="list-style-type: none"> <li>- These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</li> </ul> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project.</p> <p>* Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

28-Apr-18	<p>Colleen Cleary has a duplicate email letter sent on 4/28/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
28-Mar-18	<p>[NOTE: This individual sent in two comments on 03/28/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
16-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

28-Apr-18	<p>Mary Jo Coblentz has a duplicate email letter sent on 4/28/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>[NOTE: This individual sent in two comments on 03/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to the Coast Guard.] I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
10-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

30-Apr-18	<p>Rajal Cohen has a duplicate email letter sent on 4/30/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following: 1. Require a full environmental impact statement. 2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</p>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>[NOTE: This individual sent in two comments on 03/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

29-Mar-18	<p>[NOTE: This individual sent in two comments on 03/29/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
18-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

25-Mar-18

I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.

BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.

Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:

1. Extend the public comment period by 120 days from the date of the public notice.
2. Require a full environmental impact statement.
3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.

30-Apr-18

On behalf of the Board of Directors and the 400 members of Kettle Range Conservation Group, I am writing regarding BNSF's proposal to build three new rail bridges in the Lake Pend Oreille (LPO) watershed. KRCG's membership cares deeply about LPO watershed, and finding enjoyment and rejuvenation recreating in this area. ¶ KRCG is concerned about proposals to build three new rail bridges in the LPO watershed. This includes, among other key project activities, a new bridge across LPO adjacent to the existing rail bridge, a new bridge over Sand Creek adjacent to the existing rail bridge, and a new bridge over Bridge Street adjacent to the existing rail bridge. ¶ I respectfully request that the U.S. Coast Guard perform a full Environmental Impact Statement (EIS) rather than a less rigorous Environmental Assessment (EA).

The proposed railway expansion project entails foreseeable significant direct, indirect, and cumulative environmental impacts to the LPO watershed, which should be fully examined through an EIS. These include:

- Degradation of water quality – increased transport of hazardous materials through the watershed and the possibility of derailment into our local waterways threatens water quality. ¶
- Loss and degradation of wildlife habitat – filling wetland and nearshore areas of the lake for additional bridge construction damages sensitive wildlife habitat beyond repair. The proposed project is within the known historic range of bull trout and is critical BT habitat. ¶
- Train congestion – increased train traffic flow through at-grade rail crossings may cause more traffic congestion, not less, as proposed by BNSF. ¶
- Emergency response – increased train traffic flow through at-grade rail crossings may cause emergency response delays. ¶
- Noise leading to loss of solitude and degradation of recreation experience – increased train traffic may result in more whistle-related noise pollution at and around rail crossings. ¶
- Loss of local economic activity -- associated with increased train traffic may impact local businesses, property values, aesthetics and the tourism industry. ¶

Furthermore, the proposed project encourages rail activity with cumulative impacts that affect resources far beyond Sandpoint, Bonner County and North Idaho in general, throughout rail-side communities. All of these potential impacts need to be thoroughly evaluated through an EIS before authorization of the proposal is issued.

26-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
29-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

12-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
26-Apr-18	<p>Lake Pend Oreille is one of Idaho's treasures, which is why I am concerned that BNSF wants to build a series of bridges in Bonner County, Idaho, one of which would cross the entirety of Lake Pend Oreille. This lake is Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest. ¶ BNSF's proposal would impact soils, surface water, air quality and groundwater resources.</p> <p>Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement. ¶ Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following: 1. Require a full environmental impact statement. 2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</p>



26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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29-Apr-18	<p>Pamela Collord has a duplicate email letter sent on 4/29/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
27-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

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25-Mar-18	<p>Submitted 2 times.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

<p>26-Apr-18</p>	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
<p>25-Mar-18</p>	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
26-Mar-18	<p>Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. ¶ As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest. ¶ BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations. ¶ Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe. ¶ Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following: 1. Extend the public comment period by 120 days from the date of the public notice. 2. Draft a full environmental impact statement. 3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal. 4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released. ¶ My husband and I spent nearly a decade searching the northwest for the healthiest, cleanest, most wonderful place to relocate to and raise our children- it was Sandpoint. A unique oasis, please do not let a second bridge proceed over our beautiful lake without ridged environmental evaluation and input from the community.</p>

29-Apr-18	<p>Douglas Cooke has a duplicate email letter sent on 4/29/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
13-Mar-08	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

28-Apr-18	<p>Carolyn Cooper has a duplicate email letter sent on 4/28/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
12-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Mar-18	<p>I write today, asking all of the above mentioned people and organizations to not build the second bridge across this beautiful lake.</p> <p>I have lived in Sagle for the past 13 years and in that time have seen numerous derailments take place in various areas of the northern Idaho rail lines, with mixed results in clean up. It is only a matter of time before there is a serious derailment where oil, coal, or other toxic chemicals will be dumped somewhere in the lake.</p> <p>Being a former firefighter for 7 years in Sagle, I know of the possibilities of toxic dumps taking place, as the cars that are pulled have a variety of deadly chemicals which could pollute areas of the lake. Doubling the number of trains that travel over the lake double the chances of these spills.</p> <p>Rescue vehicles sit idling while mile long trains slowly move through Sandpoint, diminishing the chances that a person in need of life saving intervention will not be allowed to get those needs filled. Doubling the trains traveling in the Sandpoint area could, quite possibly double the loss of life within this community.</p> <p>If you do honestly believe that a second bridge needs to be built, plan now to allow emergency vehicles to get where they need to go by building underpasses or overpasses, so as to complete their mission. Plan now for these vehicles and get the public behind your desire for the second bridge.</p> <p>Even though you do a large amount of advertising, telling the public of the many positive accomplishments you do, from what I hear, your reputation has taken a nosedive for the past 5 to 6 years. Do something seriously positive and allow all emergency vehicles to accomplish their mission and get to where they need to be in the shortest amount of time. You will be looked upon by the public as a truly thoughtful group.</p>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

15-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>Submitted 2 times.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

28-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
28-Apr-18	<p>Sandra Couch has a duplicate email letter sent on 4/28/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



25-Mar-18	<p>Submitted 3 times.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement....</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
18-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

28-Apr-18	<p>Veronica Cox has a duplicate email letter sent on 4/28/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>[NOTE: This individual sent in a comment on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
28-Apr-18	<p>Tom Craighead has a duplicate email letter sent on 4/28/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
17-Apr-18	<p>I am writing to express my support for the proposed Sandpoint Junction Connector Project. The project will provide major economic benefits to the nation's northern tier, including my state of North Dakota. ¶ The project provides significant capacity to BNSF's Great Northern Corridor, which is the key rail link for North Dakota's commodities and Amtrak to the Pacific Northwest. BNSF has been systematically adding necessary capacity to the Great Northern Corridor as needed, making significant investment in North Dakota and all the states served by the Corridor. A network is only as efficient as its chokepoints, and the Sandpoint Junction Connector Project will provide an important expansion of the network to allow for safer, more efficient use of the entire Corridor. ¶ The connector project will help ensure that BNSF's previous investments, in my state and elsewhere, are not deleveraged because of unresolved train congestion at Sandpoint. I encourage your most thorough review of this project, followed by a timely construction schedule so this project can benefit commerce across the Great Northern Corridor.</p>

27-Mar-18	<p>[NOTE: This individual sent in another comment on 03/27/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18

Although I live in a different part of Idaho, I love the Lake Pend Oreille area, and I go there to enjoy the beauty that is unique to the place. Therefore I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, one of which will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. ¶ As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and much of the Pacific Northwest. ¶ BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations. ¶ Northern Idaho's economy, and the surrounding environment, depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe. ¶ Please evaluate BNSF's proposal with the same seriousness and concern Idahoans have for this issue. Accordingly, I request the following: 1. Extend the public comment period by 120 days from the date of the public notice. 2. Draft a full environmental impact statement. 3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal. 4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.

26-Mar-18

I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.

BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.

Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:

1. Extend the public comment period by 120 days from the date of the public notice.
2. Require a full environmental impact statement.
3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.

Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:

1. Extend the public comment period by 120 days from the date of the public notice.
2. Require a full environmental impact statement.
3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.

26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
26-Apr-18	<p>{NOTE: This individual sent in another comment on 04/26/2018 to the Coast Guard}. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
07-Mar-18	<p>As a citizen of Sandpoint I feel very obligated to speak out against the decision to put in another railway bridge across Lake Pend Orielle. All it takes is one derailment of chemicals and/or oil to ruin the water of this lake for wild life and human generations to come. I am aware that there have been multiple derailments in the area within the last couple of years and we cannot afford more. Please do not put our water quality in the hands of corporations as it will surely be ruined. Please do not put corporate rights above the rights of local citizens. I will remain actively engaged against this proposal and make sure my community knows the risks of this proposal. The quality of our local environment determines the quality of our lives.</p>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>[NOTE: This individual sent in a comment on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I think BNSF's proposal to construct a series of bridges in Bonner County, Idaho needs a second look. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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28-Mar-18	<p>James Cronin has 3 duplicate email letters sent on 3/28/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

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26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho.</p> <p>One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States.</p> <p>These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region.</p> <p>The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources.</p> <p>Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region.</p> <p>These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

27-Apr-18	<p>Dan Cumberledge has a duplicate email letter sent on 4/27/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho, particularly the bridge that will cross the entirety of Lake Pend Oreille. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a risk of oil spills in and around the lake, and may be completely unnecessary as Washington weans itself off fossil fuels and rejects oil exports..</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
22-Mar-18	<p>Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States.</p> <p>As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest.</p> <p>BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations.</p> <p>Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe.</p> <p>Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Draft a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> <li>4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</li> </ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>[NOTE: This individual sent in two comments on 03/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>[NOTE: This individual sent in a comment 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
28-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am deeply concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. Our need at this time is to be thoughtfully circumspect about such projects and to become increasingly aware of new ways of solving such issues. It's very possible that a bridge will be near obsolete in the near term future!</p> <p>One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
30-Apr-18	<p>Nancy Cushwa has a duplicate email letter sent on 4/30/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-17	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
13-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to Steven Fischer.] I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>Al Daniel has a duplicate email letter sent on 4/26/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>There are 2 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:

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26-Mar-18

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25-Mar-18	<p>[NOTE: This individual sent in another comment on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>Submitted 3 times.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

31-Mar-18	<p>[NOTE: This individual sent in two comments on 03/31/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
31-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



10-Apr-18	<p>I am writing to express support for the Sandpoint Junction Connector project. The project will provide the capacity needed for current traffic volumes and accommodate future growth on movements along BNSF's northern transcontinental main line, a nationally significant freight corridor. Of the over 130,000 carloads of agriculture BNSF hauled out of South Dakota, over half of those products traveled the northern transcontinental route, making it a critical transportation route for South Dakota's farmers and agriculture industry. ¶ South Dakota always has been and will continue to be an agricultural state. It remains the common thread linking citizens, businesses, and communities of our state. South Dakota's agriculture industry has a \$25.6 billion economic impact each year and generates 20 percent of our state's economic activity. In 2017, BNSF shipped over 130,000 carloads of wheat, soybeans, corn, sweet beans, beans, and other agricultural products from South Dakota to plants around the country for domestic use and to ports for export abroad. ¶ I am concerned incorrect information about this project and type of rail traffic it supports could cause a delay in the project. Agriculture products and consumer goods are the largest commodity groups delivered through the Sandpoint project area, both critical to South Dakota's economy. ¶ This project is in the interest of all communities and shippers that depend on a robust rail transportation corridor. I am confident your agency will conduct a thorough review and analysis of the proposal in a timely fashion.</p>
25-Jun-18	<p>The U.S. Army Corps of Engineers stating "blah, blah, blah" following the section on Public Involvement in its Draft Environmental Assessment for the Carey Creek Shoreline Stabilization Project is troubling to me as a local who lives in this area and has concerns about projects being reviewed by federal agencies. It is a total discounting of the whole intention of community input into matters that impact their home. It is condescending and dismissive. I keep remembering that these people are paid with my taxes, and they are not doing their job.</p> <p>Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States.</p> <p>As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest.</p> <p>BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region.</p> <p>Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe.</p> <p>Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Draft a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> <li>3. Conduct multiple public hearings at different times and location[s] and give serious consideration to the input of the people who took the time to come and speak. Anyone who is employed by Burlington Northern should be required to disclose this when they give public comment, and the potential for bias in their comments should be noted. This is especially true if they are being given time off from work to attend the public meeting and speak in favor of the proposal.</li> </ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

27-Apr-18	<p>Maggie Davidson has a duplicate email letter sent on 4/27/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
15-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
16-Apr-18	<p>As a Sandpoint resident, I am very concerned about the potential impacts to Lake Pend Oreille, Sand Creek, and the city of Sandpoint by the proposed new railroad bridge. I would like the USCG to perform a full Environmental Impact Statement rather than an Environmental Assessment. The community deserves to know all the possible impacts to the lake (from which we draw our drinking water for part of year), fish, and transportation within our area.</p>

25-Mar-18	<p>[NOTE: This individual sent in a comment on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>[NOTE: This individual sent in two comments on 03/26/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

13-Mar-18

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.

And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.

Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.

25-Mar-18

[NOTE: This individual sent in a comment on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.

BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, and rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.

Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:

1. Extend the public comment period by 120 days from the date of the public notice.
2. Require a full environmental impact statement.
3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.



26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Apr-18	<p>Virginia Davis has a duplicate email letter sent on 4/27/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Analyze the full cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li><li>3. To my knowledge there is no port on the west coast of Washington, Idaho or British Columbia for BNSF trains to take trains laden with coal, oil or any other hazardous substance - thus no need for a second bridge.</li></ol>
29-Mar-18	<p>[NOTE: This individual sent in two comments on 03/29/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
20-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

26-Mar-18	<p>[NOTE: This individual sent in two comments on 03/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest. You know in your gut this isn't the wise path. We could be leading development of alternative technologies while securing the licensing profits for a smarter generation. We could even shed the burden of pretending our waste isn't rapidly damaging Earth's ability to support us. I suppose spraying Glyphosate on everything will sterilize us and kill off humankind before we have to worry about ocean levels but that is a pretty cynical outlook. We need a few statesmen and women to stand up for our collective health and wealth before it is out of our grasp.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



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26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

21-Mar-18	<p>Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States.</p> <p>As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest.</p> <p>BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations.</p> <p>Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe.</p> <p>Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Draft a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li><li>4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</li></ol>
02-May-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
28-Mar-18	<p>[NOTE: This individual sent in two comments on 03/28/2018 to the Coast Guard and Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>Submitted 3 times.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement....</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
01-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

30-Apr-18

Asphodel Denning has a duplicate email letter sent on 4/30/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.

BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.

Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:

1. Require a full environmental impact statement.
2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.

And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.

Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.



27-Mar-18	<p>[NOTE: This individual sent in two comments on 03/27/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

01-May-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following: 1. Require a full environmental impact statement. 2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</p>
26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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29-Mar-18	<p>[NOTE: This individual sent in three comments on 03/29/2018 to Steven Fischer and the Coast Guard. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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28-Mar-18	<p>[NOTE: This individual sent in two comments on 03/28/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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25-Mar-18	<p>Submitted 2 times.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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28-Apr-18	<p>Angie Dixon has a duplicate email letter sent on 4/28/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
01-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

05-May-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest. ¶ BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement. ¶ Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following: 1. Require a full environmental impact statement. 2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</p>
15-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>Submitted 2 times.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>[NOTE: This individual sent in a comment on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest. Should a train derail while on the bridge the environmental impact on the lake would be catastrophic.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>Submitted 3 times.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18

I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.

BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.

Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:

1. Extend the public comment period by 120 days from the date of the public notice.
2. Require a full environmental impact statement.
3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.

20-Mar-18

Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States.

As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest.

BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations.

Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe.

Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following:

1. Extend the public comment period by 120 days from the date of the public notice.
2. Draft a full environmental impact statement.
3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.
4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.



26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
15-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

25-Mar-18

[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer and the Coast Guard]. I am a physician, public health expert, and educator, as well as the parent of a preschooler, and am very concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.

BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.

Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:

1. Extend the public comment period by 120 days from the date of the public notice.
2. Require a full environmental impact statement.
3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.

25-Mar-18

[Note: Donoso left one other comment dated 3/25/18] I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.

BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.

Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:

1. Extend the public comment period by 120 days from the date of the public notice.
2. Require a full environmental impact statement.
3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.

26-Mar-18	<p>Hi, I grew up in the Spokane area and feel grateful that previous generations did their part to preserve the natural ecosystem for use and enjoyment by my generation and those to follow. Lake Pend Oreille is a treasure that needs our careful management.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of the lake. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region.</p> <p>These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project.</p> <p>In particular, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol> <p>We have a responsibility to do this.</p> <p>I appreciate your attention.</p>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

27-Apr-18	<p>Dennis Dougherty has a duplicate email letter sent on 4/27/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

14-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

27-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Mar-18	<p>There are 2 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



17-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
01-May-18	<p>Ryan Draper has a duplicate email letter sent on 5/1/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to Steven Fischer.] I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
07-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>[Note: Drummond left one other comment dated 3/25/18] I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>Submitted 2 times.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect, and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>BNSF's proposal to construct a series of bridges in Bonner County, Idaho is outrageous!. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
31-Mar-18	<p>We strongly urge you to deny BNSF's proposal to construct am concerned about BNSF's proposal to construct a series of bridges in B onner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

31-Mar-18	<p>There are 2 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
25-Jun-18	<p>The U.S. Army Corps of Engineers stating "blah, blah, blah" following the section on Public Involvement in its Draft Environmental Assessment for the Carey Creek Shoreline Stabilization Project is troubling to me as a local who lives in this area and has concerns about projects being reviewed by federal agencies.</p> <p>Railroad accidents are common in North Idaho. In the spring of 2017, at least four significant derailments occurred in Bonner and Boundary counties near waterways.*</p> <p>Given the proclivity for railroad accidents along water that our community depends on, I'm concerned that BNSF is not prepared to safely manage additional rail infrastructure in North Idaho.</p> <p>Please evaluate BNSF's proposal to add a second rail bridge across Lake Pend Oreille with the same seriousness and concern we have for this issue. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Draft a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> <li>3. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</li> </ol> <p>*2017 Lake Pend Oreille and Pend Oreille River Geographic Response Plan at page 30.</p>



25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
16-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

15-Mar-18

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.

And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.

Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.

21-Mar-18

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.

And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.

Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.

25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>There are 2 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
27-Apr-18	<p>John Dunkum has 3 duplicate email letters sent on 4/27/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
09-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

27-Apr-18	<p>Elmo Dunn has a duplicate email letter sent on 4/27/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



25-Mar-18	<p>Tim Durnell has a duplicate email letter sent on 3/25/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
30-Apr-18	<p>Rebecca Durr has a duplicate email letter sent on 4/30/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>The longterm impacts of accidents, spills, derailments, oil, and dust on the lake should be evaluated.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to the Coast Guard.] I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

04-May-18	<p>Cindy Dutka has a duplicate email letter sent on 5/4/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
28-Mar-18	<p>[NOTE: This individual sent in two comments on 03/28/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

29-Apr-18	<p>Tammy Dziadek has a duplicate email letter sent on 4/29/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>Cheryl Dzubak has 2 duplicate email letters sent on 3/25/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
26-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal. Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following: <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol> </li> </ol>

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13-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>



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26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to Steven Fischer.] STOP THESE GODAMN DIRTY, HAZARDOUS TRAINS, NOW!!@!!!!</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

19-Mar-18

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.

And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.

Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.

26-Jun-18	<p>The U.S. Army Corps of Engineers stating "blah, blah, blah" following the section on Public Involvement in its Draft Environmental Assessment for the Carey Creek Shoreline Stabilization Project is troubling to me as a local who lives in this area and has concerns about projects being reviewed by federal agencies.</p> <p>Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States.</p> <p>As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest.</p> <p>BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region.</p> <p>Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe.</p> <p>Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Draft a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li><li>3. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

15-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
02-Apr-18	<p>[NOTE: This individual sent in two comment on 04/02/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
16-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>



25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer and the Coast Guard]. As a biologist and Adjunct Professor, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States.</p> <p>These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region.</p> <p>Any accidental spills into waterways would potentially be catastrophic. Peak storm events, icy tracks combined with debris, or a variety of causes could increase risks of accidents. These potential impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>There are 2 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
17-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

26-Mar-18	<p>I am concerned about BNSF's proposal to construct a number of bridges in Bonner County, Idaho. One of the bridges would cross the entire Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

27-Apr-18

I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.

BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.

Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:

1. Require a full environmental impact statement.
2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.

I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.

BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.

Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:

1. Require a full environmental impact statement.
2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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27-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. ¶ As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest. ¶ BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations. ¶ Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe. ¶ On a more personal note, my drinking water comes from Lake Pend Oreille as does the drinking water of many of my neighbors. I can't even imagine the effect of a spill on our lives. ¶ Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following: 1. Extend the public comment period by 120 days from the date of the public notice. 2. Draft a full environmental impact statement. 3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal. 4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</p>
26-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



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20-Mar-18	<p>I live in Sandpoint, ID and my daily life includes trains. I like hearing their whistles and their rumbling movement. But those same sounds now bring worry into my life. I know that what these trains are carrying could easily end Lake Pend Oreille as I know and love it. Pend Oreille is Idaho's largest lake and the fifth deepest lake in the United States. Its water is some of the cleanest in the US as well.</p> <p>The proposed bridge projects would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest.</p> <p>I am seriously concerned that these bridge projects would impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations.</p> <p>I respectfully request that you evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Such evaluation must include the following:</p> <ol style="list-style-type: none"><li>1. Extending the public comment period by 120 days from the date of the public notice.</li><li>2. Drafting a full environmental impact statement.</li><li>3. Fully analyzing the cumulative impacts (both locally and in the region) of BNSF's proposal.</li><li>4. Conducting at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</li></ol>

26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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26-Mar-18	<p>[NOTE: This individual sent in two comments on 03/26/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
20-Mar-18	<p>Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States.</p> <p>As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest.</p> <p>BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations.</p> <p>Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe.</p> <p>Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Draft a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li><li>4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</li></ol>

26-Apr-18	<p>Dan Esposito has a duplicate email letter sent on 4/26/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



19-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
27-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

27-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>[NOTE: This individual also sent in another comment on 04/26/2018 to Steven Fischer.] I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>[Note: Faas left another comment dated 4/26/18]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>[NOTE: This individual sent in another comment on 03/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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26-Mar-18	<p>There are 2 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>[NOTE: This individual sent in two comments on 03/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

30-Mar-18	<p>[NOTE: This individual sent in three comments on 03/30/2018 to the Coast Guard and Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
01-Apr-18	<p>Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. ¶ As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest. ¶ BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations. ¶ Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe. ¶ Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following: 1. Extend the public comment period by 120 days from the date of the public notice. 2. Draft a full environmental impact statement. 3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal. 4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</p>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>Tracy Feldman has a duplicate email letter sent on 4/26/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>[NOTE: This individual sent into two comments on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
30-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



30-Mar-18	<p>[NOTE: This individual sent in two comments on 03/30/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
16-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>As a long-time resident of the Pacific Northwest, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>Jeffery Fernandez has a duplicate email letter sent on 4/26/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

<p>31-Mar-18</p>	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.comprehensive Environmental Impact Statement.</li> </ol> <p>Please evaluate BNSF's proposal ( APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
<p>09-Mar-18</p>	<p>Since energy is the basis for our standard of life, I support energy related projects (2nd bridge) and I strongly urge your timely approval of the project's necessary permits.</p>
<p>26-Apr-18</p>	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal ( APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

08-Apr-18	<p>Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States.</p> <p>As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest.</p> <p>BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations.</p> <p>Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe.</p> <p>Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Draft a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li><li>4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</li></ol>
08-Apr-18	<p>Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. ¶ As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest. ¶ BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations. ¶ Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe. ¶ Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following: 1. Extend the public comment period by 120 days from the date of the public notice. 2. Draft a full environmental impact statement. 3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal. 4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</p>

02-May-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

27-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
16-Mar-18	<p>Aside from the corporate BS below, this is a seriously needed infrastructure improvement and BNSF seems willing to invest in it. Do insure that it is done well (that's your job) and that it gets done in a timely manner. And, yes, be wary that various special interest will want something here for their selfish (or uninformed) interest too. Yes, this includes obstructionist environmentalists that object to the carbon making up most of their bodies. That's your job too. If you don't know already, there is a huge amount of traffic through that corridor and it is indeed a bottleneck. Every year I spend a winter week at the Isaak Walton Inn on the line and see the traffic - huge! We got to keep sending all those grain trains west to pay for the t-shirts and iPhones in the east bound containers.</p> <p>OK, for the canned stuff now:</p> <p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

14-Mar-18

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.

And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.

Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.

25-Mar-18

[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.

BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.

Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:

1. Extend the public comment period by 120 days from the date of the public notice.
2. Require a full environmental impact statement.
3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.



26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am very concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I am requesting the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
07-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>[Note: Fisher left one other comment dated 3/25/18] I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
02-Apr-18	<p>[NOTE: This individual sent in two comments on 04/02/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

28-Mar-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>[Note: Flake left two other comments dated 3/25/18] We should all be very worried about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. This lake is home to threatened bull trout and provides drinking water for many communities. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



21-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

14-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
27-Mar-18	<p>[NOTE: This individual sent in two comments on 03/27/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
26-Apr-18	<p>Commander, Legal has no objections to the letter as written. Thank you, ma'am.</p>

30-Mar-18	<p>[NOTE: This individual sent in three comments on 03/30/2018 to the Coast Guard and Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

27-Mar-18	<p>[NOTE: This individual sent in another comment on 03/27/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>Submitted 3 times.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Apr-18	<p>Janet Forman has a duplicate email letter sent on 4/27/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



25-Mar-18	<p>[NOTE: This individual sent in another comment on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
05-May-18	<p>Kim Forrest has a duplicate email letter sent on 5/5/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

14-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

<p>27-Apr-18</p>	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
<p>26-Mar-18</p>	<p>There are 2 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>[NOTE: This individual sent in another comment on 03/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
15-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

19-Mar-18	<p>[NOTE: There is an additional comment by Fowler dated 3/19/2018] I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
28-Apr-18	<p>Russell Fowler has a duplicate email letter sent on 4/28/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>



15-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

07-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
26-Apr-18	<p>Diana Franco has a duplicate email letter sent on 4/26/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

21-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
26-Apr-18	<p>Richard Franken has a duplicate email letter sent on 4/26/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>Why increase RISKS involved having dangerous freight on more and more trains??? I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest. ¶ BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement. ¶ Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following: 1. Require a full environmental impact statement. 2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</p>
26-Apr-18	<p>Why increase RISKS involved having dangerous freight on more and more trains??? I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
15-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

26-Mar-18	<p>There are 2 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

27-Mar-18	<p>As a retired employee of the USACE, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>[NOTE: This individual sent in two comments on 03/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will entirely cross Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would allow increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would directly, indirectly and cumulatively affect Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Please:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both local and regional) of BNSF's proposal.</li></ol>



28-Apr-18	<p>Christiane Freer-Parsons has a duplicate email letter sent on 4/28/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>I am very concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>Submitted 2 times</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement....</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

08-Apr-18	<p>Received 2 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
15-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

26-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>Submitted 2 times.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect, and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
28-Apr-18	<p>Tamara Frostad has a duplicate email letter sent on 4/28/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
04-Apr-18	<p>Julia Fujioka has 3 duplicate email letters sent on 4/4/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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15-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
28-Apr-18	<p>Esther Garvett has a duplicate email letter sent on 4/28/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
15-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

15-Mar-18

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.

And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.

Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.

26-Apr-18

[NOTE: This individual sent in another comment on 04/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.

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Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:

1. Require a full environmental impact statement.
2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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<p>29-Mar-18</p>	<p>[NOTE: This individual sent in two comments on 03/29/2018 to Steven Fischer]. I am very concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>I URGE you to evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

15-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
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26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
04-Apr-18	<p>Lewis Gersten has 3 duplicate email letters sent on 4/4/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

21-Mar-18

(NOTE: Nancy Gerth has another comment [different letter] dated 6/26/2018, different email address, in this matrix.) I cross the tracks at Sagle on my way to town, and am now stopped almost every time I go or come from Sandpoint. Will I be stopped every time? I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille.

I live here because of Lake Pend Oreille. I sail, camp and fish.

We need to know the changes that BNSF's proposal will make. Will it affect safe navigability on the lake, emergency response times, rail safety and transportation in the region? Will it hamper naval submarine operations? What about the recent spills?

Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe.

When you think of Lake Pend Oreille and BNSF, please imagine what it is like to live here. Please, please:

1. Extend the public comment period by 120 days from the date of the public notice.
2. Draft a full environmental impact statement.
3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.
4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.

We will not have another chance to look at this and plan for our future and the future of the lake.

26-Jun-18	<p>(NOTE: Nancy Gerth has another comment [different letter] dated 3/21/2018, different email address, in this matrix.) The oil spill this week in Iowa is more evidence that BNSF is not taking seriously the dangers to local communities of shipping oil and coal over our waterways. The U.S. Army Corps of Engineers stating "blah, blah, blah" following the section on Public Involvement in its Draft Environmental Assessment for the Carey Creek Shoreline Stabilization Project is the straw that is breaking our camel's back.</p> <p>I am affected by rail transport on a daily basis. I now call BNSF the "Engine that disconnects us."</p> <p>One of the bridges BNSF proposes will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States.</p> <p>As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest.</p> <p>BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region.</p> <p>Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe.</p> <p>Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Draft a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> <li>3. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</li> <li>4. Identify who wrote that "blah, blah, balh", who approved it, and release their names to the public.</li> </ol>
26-Mar-18	<p>Lake Pend Oreille faces continuing challenges from multiple sources of pollution. In this age of fossil-fuel driven climate change, I see no wisdom in building more infrastructure to support the burning of more carbon. ¶ At very least, the BNSF proposal should be carefully evaluated. Accordingly, I request the following: 1. Extend the public comment period by 120 days from the date of the public notice. 2. Draft a full environmental impact statement. 3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal. 4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</p>

30-Mar-18	<p>[NOTE: This individual sent in three comments on 03/30/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

06-Apr-18	<p>I am writing to encourage the prompt permitting approval for the Sandpoint Junction Connector Project over Lake Pend Oreille. The project would have wide-ranging benefits for the economy, trade, and transportation across Montana and our partners in the Pacific Northwest. ¶ The second line would run parallel to an existing track that crosses Lake Pend Oreille in Northern Idaho. This second track is desperately needed, and I was encouraged to see BNSF take up the investment on its own. Montanans rely on this route for safe, reliable transport of our agricultural goods and natural resource products, yet we have seen delays continually rise. I recognize that this is a significant investment by BNSF that will greatly impact many of my constituents. To further delay this project would be disappointing, considering Idaho's already stringent permitting process and an existing right of way. ¶ Again, I encourage you to recognize the economic benefits that the Sandpoint Junction Connector Project will provide to Montana and the rest of the region. I urge you to approve this project. If you wish to discuss this with me, please do not hesitate to reach out.</p>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

27-Mar-18	<p>[NOTE: This individual sent in two comments on 03/27/2018 to the Coast Guard and Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>Submitted 3 times.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect, and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

28-Mar-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>[NOTE: This individual sent in a comment on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
19-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

09-Mar-18

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.

And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.

Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.

26-Apr-18

[NOTE: This individual sent in another comment on 04/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.

BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.

Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:

1. Require a full environmental impact statement.
2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.

15-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend billions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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26-Apr-17	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>Christina Gilman has a duplicate email letter sent on 4/26/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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25-Mar-18	<p>Submitted 3 times.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement....</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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27-Apr-18	<p>WOW. I am REALLY, REALLY concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho! One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest. DON'T ALLOW THIS!</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement (HOW CAN YOU NOT DO THIS??).</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal -- PLEASE! THIS REALLY MATTERS!,</li></ol>
26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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26-Mar-18	<p>[NOTE: This individual sent in another comment on 03/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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20-Apr-18	<p>Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. ¶ As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest. ¶ BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations. ¶ Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe. ¶ Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following: ¶ 1. Extend the public comment period by 120 days from the date of the public notice. ¶ 2. Draft a full environmental impact statement. ¶ 3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal. ¶ 4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</p>



25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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27-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

02-Apr-18	<p>[NOTE: This individual sent in two comments on 04/02/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
16-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>Submitted 2 times.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect, and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



<p>21-Mar-18</p>	<p>Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States.</p> <p>As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest.</p> <p>BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations.</p> <p>Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe.</p> <p>Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Draft a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> <li>4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</li> </ol>
<p>26-Apr-18</p>	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>As an Idaho citizen, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. Through allowing for increased shipments of coal, oil, and other hazardous substances throughout the region, these bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the entire Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

28-Apr-18	<p>Jesse Gore has a duplicate email letter sent on 4/28/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
27-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

13-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

27-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Apr-18	<p>Jonathan Gottlieb has a duplicate email letter sent on 4/27/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

15-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
18-Mar-18	<p>As a resident of Sandpoint, I would like to express my disagreement with the proposed second railroad bridge across Lake Pend Oreille. There is already too much train traffic in this town, causing automobile delays and potential ambulance and fire department issues as there can be extended delays at railroad crossings when trains are stationary for 10 or more minutes. We have had to incur the expense of additional emergency vehicles and hubs (north AND south of some of the frequent offending tracks) to account for the possibility of a blocked route. A town the size of ours does not need additional emergency equipment, we need less train traffic. And the risk of derailment has come to the forefront now with so many accidents in the train industry JUST SINCE THE START OF 2018. We have a gorgeous and relatively unpolluted lake up here right now. One catastrophic derailment will end that for decades. That will impact our health, the wildlife, the flora, the tourism industry, and ultimately our livelihoods. All so large corporations can benefit. Please consider the people who live here (and all of those living in these small towns along the rail service line) when making your decision.</p>

15-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
28-Apr-18	<p>Mary Ann and Frank Graffagnino have a duplicate email letter sent on 4/28/18. My husband and I are concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol> <p>PLEASE TAKE THE RIGHT, FAIR, JUST, HUMANE AND HEALTHY ACTION AND Protect Idaho's largest lake from more crude oil!!!!!!! OPPOSE THE proposed rail bridges which will increase the number of trains carrying oil, coal and other hazardous substances traveling through the Pacific Northwest!!!!!!!</p>



25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
28-Mar-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
15-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Apr-18	<p>Joan Graves has a duplicate email letter sent on 4/27/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

31-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
31-Mar-18	<p>[NOTE: This individual sent in two comments on 03/31/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

21-Mar-18	<p>Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States.</p> <p>As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest.</p> <p>BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations.</p> <p>Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe.</p> <p>Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Draft a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li><li>4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</li></ol>
26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>Don't allow Corporate profit over the safety of citizens.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



18-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

26-Mar-18	<p>[NOTE: This individual sent in two comments on 03/26/2018 to Steven Fischer]. As a citizen worried about our environment, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
12-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

07-May-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

29-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

27-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

Comments received by USACE/IDL in response to PN for Application  
NWW-2007-01303 (2/26/2018)

USCG0028123/27

08-May-18

The New Progressive Alliance at <http://newprogs.org/> urges you to require an Environmental Impact Statement rather than merely an Environmental Assessment for BNSF's proposal to build three new rail bridges in the Sand Creek/Lake Pend Oreille watershed. ¶ The National Environmental Policy Act requires an Environmental Impact Statement for actions "significantly affecting the quality of the human environment." An Environmental Assessment usually finds that no significant impact is likely and approves the action. ¶ Clearly this calls for an Environmental Impact Statement. Lake Pend Oreille is the biggest fresh water Lake in Idaho. Lake Pend Oreille is Idaho's largest and deepest lake. It is home to threatened bull trout and an entire ecosystem of aquatic life; the lake provides a regional drinking water source and is a major tourism asset. In 2017 alone, four trains derailed in this area near waterways. Just a single fossil fuel train derailment could damage and change Lake Pend Oreille forever. ¶ The proposal is to build three new rail bridges in the Sand Creek/Lake Pend Oreille watershed and the record on transportation of fossil fuels is not good. We should not be expanding unsafe fuel transportation with pipelines, trains, and other devices. (See reference 536. For a list of pipeline accidents since 2000 see reference 3296.) There has been a huge expansion in pipelines and dangerous fuel transportation by rail and truck. ¶ For verification see references 7, 8, 11, 13, 18, 19, 24, 31, 47, 55, 57, 62, 138, 154, 165, 214, 304, 310, 319, 331, 335, 337, 338, 341, 381, 383, 384, 395, 427, 447, 457, 487, 501, 508, 510, 512, 530, 536, 538, 539, 543, 548, 549, 566, 567, 568 - 574, 577, 578, 586 - 588, 596 - 598, 605, 606, 640, 721 - 724, 734 - 736, 778 - 780, 784, 849 - 855, 891, 974 - 981, 1081, 1082 - 1093, 1120, 1204 - 1212, 1354, 1389 - 1430, 1564-1565, 1603-1619, 1695-1697, 1734-1737, 1742, 1743, 1775, 1792-1809, 1978-1986, 2155-2175, 2242, 2251, 2320, 2459-2468, 2575-2579, 2812, 2825-2834, 2987-2989, 3175, 3189, 3231, 3284-3315, 3494-3496, 3882-3887, 3916, 3917 of this article "The Environment" located at:  
[http://www.newprogs.org/the\\_environment\\_under\\_the\\_democratic\\_republican\\_uniparty](http://www.newprogs.org/the_environment_under_the_democratic_republican_uniparty) ¶ The following adverse affects should also be considered.

- Water quality – increased transport of hazardous materials through the watershed and the possibility of derailment into our local waterways threatens water quality.
- Wildlife habitat – filling wetland and nearshore areas of the lake for additional bridge construction damages sensitive wildlife habitat beyond repair. The proposed project is within the range of bull trout and its critical habitat.
- Traffic – increased train traffic flow through at-grade rail crossings may cause more traffic congestion, not less, as proposed by BNSF. Rail traffic is expected to increase to 114 trains per day (from 58 per day now) by 2025.
- Emergency response – increased train traffic flow through at-grade rail crossings may cause emergency response delays.
- Noise – increased train traffic may result in more whistle-related noise pollution at and around rail crossings.
- Economy – increased train traffic may impact local businesses, property values, aesthetics and the tourism

25-Mar-18

I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest. BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement. ¶ Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:

1. Extend the public comment period by 120 days from the date of the public notice.
2. Require a full environmental impact statement.
3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.

¶ Our hope and reality for the future is that [quoting Henry David Thoreau] "... in Wildness is the preservation of the world." BNSF's proposals are man made, and not natural, thereby such "proposals" would noticeably deface or mar Idaho's (natural) environmental features, particularly in the eyes of Idaho's tourists whom come to see and appreciate its "wild" floral, sylvan, aquatic, and alpine beauty. Moreover, tourism is a significant source for Idaho's economy, and tourists want to see more conservation, and less (even better, no uncontrolled) development and urbanization.)

25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
28-Mar-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
22-Mar-18	<p>[Includes two pdfs that are already listed in the matrix: 1) Letter from Matt Morrison to USACE; and 2) Second BNSF bridge to keep trade flowing through Idaho, PNW (op ed).</p>

27-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Apr-18	<p>Thomas Guaraldi has a duplicate email letter sent on 4/27/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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28-Apr-18	<p>Jane Gulley has a duplicate email letter sent on 4/28/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

28-Mar-18	<p>Karen Guma has 3 duplicate email letters sent on 3/28/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
06-Apr-18	<p>As a part of the current St. Maries Bridge Replacement work, we will be having a 15 minute closure of the river bridge tomorrow (Saturday, 4/7) to move equipment. The closure will happen between 12:30 PM and 2:30 PM.</p> <p>Please help us alert the greater community about this closure by sharing with your family, friends and coworkers.</p> <p>Thank you for your support and patience.</p>

29-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
13-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>



26-Mar-18	<p>[NOTE: This individual sent in two comments on 03/26/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
15-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

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27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Apr-18

Handwritten letter from Donald Hagan, scanned to email. I am asking that the United States Coast Guard do a full Environmental Impact Statement in the hope that it will show that three new railroad bridges adjacent to the existing ones across Lake Pend Oreille near Sandpoint, ID will too greatly contaminate the water quality, lake bottom and shoreline and the marine life in the event of an oil or coal spill. Also, such a spill would very negatively impact tourism in the greater Sandpoint area. Furthermore, unless a regulation is passed to require coal cans to be sufficiently covered to prevent coal dust from falling into the lake, even more of it will contaminate the lake. I am concerned that these extra bridges will too greatly increase the rail traffic and attendant possibility of an oil spill because, as BNSF stated in their permit application, "the project need is based on continued growth of freight-rail service demands in the northern-tier high-volume traffic corridor between the midwest and the west coast." This is probably due to overpopulation. This existant increase is already increasing the wait times for vehicles at railroad crossings which apparently complicates train scheduling and results in a reduction of train traffic across the lake. I live on the lake and see that, even though trains cross about every ten to fifteen minutes, there are frequent times when no trains cross for twenty-five to fifty-five minutes. I think that more frequent crossings could occur if BNSF could operate independent of the road crossings. Thus, I conclude, tht if increased traffic is inevitable then this is not a bridge problem but rather a road-crossing problem, which could be alleviated by building over/underpasses at nearby road crossings. If this is done, then BNSF would be free of any concerns about vehicle delays and could have a more compressed train-traffic schedule. Another solution would be to run the railroad along I-90. However, this would be extremely expensive and would run into opposition from "nimbyites" along the route.

25-Mar-18

I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.

BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.

Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:

1. Extend the public comment period by 120 days from the date of the public notice.
2. Require a full environmental impact statement.
3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
20-Mar-18	<p>I am deeply concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho, making way for even more rail traffic through our community. Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States, is of major value to us as residents, our increasing tourism economy, and the native flora and fauna that depend on it.</p> <p>As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest.</p> <p>BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region.</p> <p>Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe.</p> <p>Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Draft a FULL environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li><li>4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
15-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>



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26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to the Coast Guard.] I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>[NOTE: This individual sent in a comment on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
15-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>



05-May-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following: 1. Require a full environmental impact statement. 2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</p>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

29-Apr-18	<p>Amy Hansen has a duplicate email letter sent on 4/29/18 and the address associated with this person is used for 2 other individuals in this matrix: Rebecca and Mark Canright. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am very concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>I strongly urge you to evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
22-Mar-18	<p>Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States.</p> <p>As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest.</p> <p>BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations.</p> <p>Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe.</p> <p>Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Draft a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li><li>4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</li></ol>

26-Mar-18	<p>There are 2 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>I oppose the BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>Submitted 2 times.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect, and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



06-May-18	<p>I'm worried about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
04-May-18	<p>Carol Lynn Harp has a duplicate email letter sent on 5/4/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>Submitted 2 times.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer and the Coast Guard]. I lived in Sandpoint, Idaho for several years, and spent much time sailing and fishing on Lake Pend Oreille.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
07-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region, and would create a wide range of impacts affecting the city of Sandpoint, the surrounding county, and the whole Pacific Northwest.</p> <p>BNSF's proposal would affect soils, air quality, surface water, and groundwater. Additionally, new bridges would cause BNSF's operations to change in ways that might impact safe navigability on the lake, emergency response times, and transportation in the region. These impacts are significant, and merit a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. I urge you to require a full environmental impact statement and to fully analyze the local and regional cumulative impacts of BNSF's proposal.</p>
27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

01-May-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
16-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>Nancy Hartman has 3 duplicate email letters sent on 3/28/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>James Hartung has 2 duplicate email letters sent on 3/25/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>[Note: Harty left one other comment dated 3/25/18] I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal ( APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>[NOTE: This individual sent in a comment on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

15-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

22-Mar-18	<p>Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States.</p> <p>As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest.</p> <p>BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations.</p> <p>Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe.</p> <p>Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Draft a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li><li>4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</li></ol>
05-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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29-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
15-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

18-Mar-18

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.

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Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.

27-Apr-18	<p>Lunell Haught has a duplicate email letter sent on 4/27/18. Living in a community that is affected by rail transport on a daily basis, and having two boats in north Idaho, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. ¶ As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest. ¶ BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations. ¶ Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe. ¶ Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following: ¶ 1. Extend the public comment period by 120 days from the date of the public notice. ¶ 2. Draft a full environmental impact statement. ¶ 3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal. ¶ 4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</p>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
01-May-18	<p>Kathy Haverkamp has a duplicate email letter sent on 5/1/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
16-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

20-Mar-18

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.

And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.

Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.

25-Mar-18

I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect, and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.

BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.

Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:

1. Extend the public comment period by 120 days from the date of the public notice.
2. Require a full environmental impact statement.
3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.



26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>This is to express my concern about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest. History suggests that they also offer the possibility for catastrophic failure under very heavy ,loads resulting in major regional pollution with no easy remedy.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

29-Apr-18	<p>Nancy Hayden has a duplicate email letter sent on 4/29/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
27-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

12-Mar-18

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.

And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.

Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.

16-Mar-18

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.

And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.

Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.

27-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
15-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>Submitted 3 times.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement....</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li><li>3. To my knowledge there is no port on the west coast of Washington, Idaho or British Columbia for BNSF trains to take trains laden with coal, oil or any other hazardous substance - thus no need for a second bridge.</li></ol>
15-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
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09-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

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25-Apr-18	<p>Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States.</p> <p>As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest.</p> <p>BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations.</p> <p>Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe.</p> <p>Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Draft a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li><li>4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</li></ol>
25-Apr-18	<p>Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. ¶ As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest. ¶ BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations.</p> <p>¶ Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe. ¶ Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following: 1. Extend the public comment period by 120 days from the date of the public notice. 2. Draft a full environmental impact statement. 3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal. 4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</p>

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26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



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06-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
19-Mar-18	<p>Trade in the Pacific Northwest relies heavily on a modern rail system to move goods and products to both foreign and domestic markets. BNSF's proposal to add a second bridge over Lake Pend Oreille is a perfect example of the kind of investments necessary to ensure our network of trade infrastructure remains world-class. This particular project would benefit both passenger rail and freight rail by easing congestion and improving rail safety. The proposal for a second mainline track across the lake is vital to our economic future here in the Northwest. New investments in rail benefit call trade-related industries in the region, especially agriculture and manufacturing. But it also helps keep a variety of other good family-wage jobs in place — jobs that support local economies and generate tax revenue for local communities.</p> <p>The Sandpoint Junction Connector Project will ensure that trade continues to flow safely through Idaho and Washington ports, supporting industries that supply family wage jobs and fueling the region's economy. I urge your support of this project.</p>

18-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
30-Apr-18	<p>David Hermanns has a duplicate email letter sent on 4/30/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>Submitted 3 times.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement....</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-17	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>Alisa Hermann- Wu submitted comment on 4/26 that is also represented in this table but only mentions Environmental Impact whereas this comment mentions Environmental Impact and Extending Public Comment Period so is added here. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>Submitted 2 times.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect, and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to the Coast Guard and Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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26-Apr-18	<p>[Note: Heib has another comment that is dated 4-26-18]I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
15-Mar-18	<p>This rail project is critical to the continued growth of my city. The project has significant economic impact, not just on the City of Spokane Valley, but the entire North Idaho, Eastern Washington corridor. The details of that impact are presented by others who will be in contact with you. Suffice it to say, the success of this project ripples across the nation. I support the project, and I hope you will as well.</p>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol> <p>I have bicycled around Lake Pend Oreille several times... I am struck by it's beauty and the anchor for the area around the lake. The risk of a disastrous spill or derailment is too great, and the damage done by such an event would outlast everyone alive at the time. To spoil so beautiful a lake and area simply to make transporting more fossil fuel to market so we can choke on the polluted air and swill the polluted water but have marginally less expensive pump prices for driving our cars is nonsensical. Spoiling so beautiful a landmark would be a crime against the planet. Lake Pend Oreille is a natural treasure that needs to be protected, not given up to short-sighted fossil fuel advocates.</p>
26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

06-Apr-18	<p>Received 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>[NOTE: This individual sent in a comment on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol> <p>This is an issue that effects what will all of us -- not just those that live by Lake Pend Oreille.</p>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
18-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

27-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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25-Mar-18	<p>[Note: Hirsch left four other comments dated 3/25/18] I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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05-Apr-18	<p>[NOTE: This individual sent in three comments on 04/05/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



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25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

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25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>Randolph Hogan has a duplicate email sent on 4/26/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
16-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am extremely concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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25-Mar-18	<p>[NOTE: This individual sent in a comment on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
06-Apr-18	<p>You must require a full study of the environmental impact of a second rail bridge across Lake Pend Oreille Living and extend the comment period to give the community full input. A single derailment in the Lake would alter its purity forever. We need to leave a pure legacy for our children and their children. ¶ In a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. ¶ As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest. ¶ BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations. ¶ Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe. ¶ Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following: 1. Extend the public comment period by 120 days from the date of the public notice. 2. Draft a full environmental impact statement. 3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal. 4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</p>

26-Mar-18	<p>There are 2 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>There are 2 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect, and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>[NOTE: This individual sent in a comment on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
29-Apr-18	<p>Diane Horn has a duplicate email letter sent on 4/29/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>Submitted 2 times.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
05-Apr-18	<p>Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. ¶ They recently lost a wheel carriage on a freight train while crossing Lake Pend Oreille. Fortunately it was a grain train and it made it several miles south of the bridge before it derailed the train. Therefore there are some concerns here. ¶ As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest. ¶ BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations. ¶ Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe. ¶ Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following: 1. Extend the public comment period by 120 days from the date of the public notice. 2. Draft a full environmental impact statement. 3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal. 4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</p>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
28-Apr-18	<p>Catherine Houck-Clemente has a duplicate email letter sent on 4/28/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

27-Apr-18	<p>Leonard Houghtaling has a duplicate email letter sent on 4/27/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



26-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>[NOTE: This individual sent into two comments on 03/26/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
13-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

28-Apr-18	<p>Judy and Lester Hoyle have a duplicate email letter sent on 4/28/18. We're extremely concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho.</p> <p>One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
28-Apr-18	<p>Charles Huber has a duplicate email letter sent on 4/28/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>[NOTE: This individual sent in two comments on 03/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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25-Mar-18	<p>Submitted 2 times.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect, and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>[Note: Hughes has two other comments dated 3/25/18] I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

20-Mar-18

As a resident of Sandpoint, I am profoundly concerned about the environmental impact, and other impacts that a second rail bridge will have on the community I have chosen to start and raise a family in. I am a nationally published history author working on a project in Sandpoint, and my fiancé is a doctor in Sandpoint, and we both enjoy contributing positively to the community we both consciously decided to live in- before the proposal for the second rail bridge. Data driven decisions are important to us, and we both firmly believe that there is no responsible or educated way to move forward without proper investigation of the potential issues that may come of this new development. We both believe that the following is tremendously important to both consider and implement before moving forward with the rail bridge proposal in any capacity whatsoever, and that not doing so unjustly places not just environmental safety, but our lives and well-being in this area at risk:

Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States.

As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest.

BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations.

Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe.

Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following:

1. Extend the public comment period by 120 days from the date of the public notice.
2. Draft a full environmental impact statement.
3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.
4. Conduct at least one public hearing before the environmental impact statement is completed and at least one

25-Mar-18	<p>Submitted 2 times.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement....</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>[Note: Hull has another comment dated 4-26-18] I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>Submitted 3 times.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement....</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



30-Mar-18	<p>Jay Humphrey has 3 duplicate email letters sent on 3/30/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>[NOTE: This individual sent in two comments on 03/26/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

29-Apr-18	<p>I am extremely concerned about BNSF's proposal to construct NEW bridges in Bonner County, Idaho.</p> <p>BNSF's proposal, and the range of potential impacts, risks, and hazards upon the natural and built environment are SO SIGNICANT that a full EIS is entirely warranted.</p> <p>I am certain that you understand this, as well as the NEPA guidelines requiring a full EIS. I am not certain, however, why you have initiated only an EA.</p> <p>If the initial call for a simple EA was based upon BNSF's representations, then I am one of MANY to inform you that BNSF has regularly and continually misrepresented the potential impacts on safety, human health, lake navigability, emergency response times, environmental impacts, rail safety and transportation in the region.</p> <p>The hazards and damage potential resulting from a single accident or derailment (there were FOUR derailments in the immediate area in 2017 alone) REQUIRE A FULL EIS as directed by NEPA.</p> <p>I am, therefore, formally requesting a full EIS and EIS process for USACE Application No. NWW-2007-01202. Anything less than an EIS would be legally indefensible.</p>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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26-Apr-18	<p>[Note: Husby also has another comment dated 4-26-18] I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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01-May-18

Regarding the BNSF rail bridges proposed for Lake Pend Oreille near the city of Sandpoint, Idaho:

I am opposed to this project moving forward without a complete Environmental Impact Statement (EIS) for several reasons. I understand that the US Coast Guard is the lead agency responsible for implementing the National Environmental Policy Act commonly referred to as NEPA.

There is much to consider in this proposal as it relates to the local environs including maintaining clean water, ensuring quality habitat for a wide species of local and migratory animals, potential for adverse impacts on the health and well being of the community and arguably an inordinate increase in traffic congestion.

I hope you understand the railroad has very little obligation to contribute to infrastructure (5%) and the rail lines are operating at or near capacity already. Any increase with a huge number of at grade crossings will add to the already nightmarish waits sometimes exceeding twenty minutes at vital crossings. Solely from an emergency response point of view the situation has become nearly untenable.

Further, the increase in noise pollution (terrible now) will become increasingly worse and the diesel fumes which are bad now will become a tragedy especially for asthmatic children.

The odds of a tragic over water derailment will double under this proposal.

Please consider carefully the legacy we are leaving for future generations, one of an ever increasing risk of serious health damage and the specter of a catastrophic event of the worst kind.

Therefore, as lead agency for NEPA I urge you to implement a complete EIS requirement for this project.

Thanks you for your consideration on this important issue.

25-Mar-18	<p>[NOTE: This individual sent in a comment on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
21-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>



25-Mar-18	<p>Donald Hyatt has a duplicate email letter sent on 3/25/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

02-May-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
05-Apr-18	<p>[NOTE: This individual sent in another comment on 04/05/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>Submitted 2 times.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement....</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
12-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States.

As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest.

BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations.

Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe.

**21-Mar-18** Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following:

1. Extend the public comment period by 120 days from the date of the public notice.
2. Draft a full environmental impact statement.
3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.
4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.

We've had 4 derailments in the last year! Why must we risk many people's only water source for a multi-billion dollar company which gives nothing in return? All the risk, no benefit. Pathway could easily be changed to avoid waterways as much as possible. Is this truly too much too ask? Please help us!

I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.

BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.

Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:

1. Require a full environmental impact statement.
2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.



26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

28-Apr-18	<p>Antoinette Jacks has a duplicate email letter sent on 4/28/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
30-Mar-18	<p>[NOTE: This individual sent in two comments on 03/30/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Moreover, Bonner County, Idaho, and particularly Lake Pend Oreille, is known and appreciated for its natural beauty and, because of this, as a place of outdoor recreation. Specific economic interests behind the push for increased shipments of coal, oil, and other hazardous substances, should not undermine other considerations, including ecological conservation and other economic interests of the region, including tourism and recreation.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>[Note: Jacobson left another comment dated 3-25-18] I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

03-Mar-18	<p>I support this project because railroads are more efficient in moving freight compared to trucks. I read somewhere that a boxcar can carry about the equivalent of three semi-truck trailers, using less fuel and creating less air pollution. Please approve this project. Ideally this project would help get some trucks off of I-90 and onto rail cars so tourists and local residents can have a more pleasant drive.</p>
15-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

27-Mar-18

[NOTE: This individual sent in two comments on 03/27/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.

BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.

Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:

1. Extend the public comment period by 120 days from the date of the public notice.
2. Require a full environmental impact statement.
3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.

Thank you very much for your attention.

18-Mar-18

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.

And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.

Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect, and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



27-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
04-May-18	<p>Lisa James has a duplicate email letter sent on 5/4/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
26-Mar-18	<p>Lake Pend Oreille is Idaho's largest and deepest lake. It is home to threatened bull trout and an entire ecosystem of aquatic life; the lake provides a regional drinking water source and is a major tourism asset. In 2017 alone, four trains derailed in this area near waterways. Just a single fossil fuel train derailment could damage and change Lake Pend Oreille forever.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

26-Mar-18	<p>There are 3 identical comments.</p> <p>Does anyone in their right mind think that putting bridges over Lake Pend Oreille, a lake that supplies drinking water to the surrounding communities, so that coal and oil trains can travel over them a good idea? Oil and coal trains crash and derail all the time. Does the state of ID think it's ok if coal and/or oil spills into this vitally important water source? This proposal screams for a comprehensive EIS that will analyze the cumulative impacts of these bridges.</p> <p>I find BNSF's proposal to construct a series of bridges in Bonner County, Idaho extremely concerning. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
27-Apr-18	<p>Putting another bridge across Lake Pend Oreille so that BNSF can carry even more toxic dirty energy in their railcars, is a really bad idea. This lake provides drinking water and is a major tourist attraction. Even one spill could ruin this lake for decades to come. It's just not worth putting it in BNSF's crosshairs. They already have one bridge across the lake so there is no reason to put in another one. There needs to be an extensive EIS done to assess all the issues that this bridge and the others they want to build in the area will have on the environment and how it will impact transportation. ¶ Therefore, I oppose BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest. ¶ BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement. ¶ Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following: 1. Require a full environmental impact statement. 2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</p>

28-Apr-18	<p>Sue Jarrard has a duplicate email letter sent on 4/28/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
13-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>There are 2 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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14-Mar-18

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.

And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.

Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.

13-Mar-18

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

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25-Mar-18	<p>[Note: Jenkins left another comment dated 3/25/18] I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>Submitted 2x.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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26-Apr-18	<p>{NOTE: This individual sent in another comment on 04/26/2018 to the Coast Guard}. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>[NOTE: This individual sent in a comment on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.

And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.

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28-Mar-18

Montana's Rail Service Competition Council (RSCC) was established by the Montana Legislature in 2005. The thirteen-member council is composed of representatives of the executive and legislative branches of government, and the private sector. Members have diverse expertise, including knowledge of trucking, Class I and II railroads, shipping of various types of commodities, passenger rail service, and economic development. ¶ One of the RSCC's duties is to "promote rail service competition in the state that results in reliable and adequate service at reasonable rates" (2-15-2511, Montana Code Annotated). The rail corridor that crosses over Lake Pend Oreille near Sandpoint, Idaho is critical for transport of freight and passengers into, out of, and through Montana. Construction of a second bridge over Lake Pend Oreille will alleviate congestion and provide more efficient transport of freight and passengers. ¶ The RSCC voted unanimously to support the BNSF Railway permit applications to build a second bridge over Lake Pend Oreille near Sandpoint, Idaho. I appreciate your consideration of our comments.

16-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

16-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
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25-Mar-18

I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.

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Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:

1. Extend the public comment period by 120 days from the date of the public notice.
2. Require a full environmental impact statement.
3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.

21-Mar-18

Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States.

As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest.

BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations.

Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe.

Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following:

1. Extend the public comment period by 120 days from the date of the public notice.
  2. Draft a full environmental impact statement.
  3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.
  4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.
- I have concern for crossing at Kootenai Bay road as there are over 1,200 residents blocked at crossing and no emergency crews could get to us for at least 10 minutes. Shorter not longer trains. Less frequency as well is needed.



27-Mar-18	<p>[NOTE: This individual sent in two comments on 03/27/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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15-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
27-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>Submitted 2 times.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>Angeline Johnson has a duplicate email letter sent on 3/25/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
21-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

27-Mar-18	<p>[NOTE: This individual sent in two comments on 03/27/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



29-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>[NOTE: This individual sent in a comment on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol> <p>Please look at all the environmental issues at stake and reject this ill-proposed plan for all living things, including humans. Thank you.</p>

28-Apr-18	<p>Sandra Johnson has a duplicate email letter sent on 4/28/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
26-Mar-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
15-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

<p>26-Apr-18</p>	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
<p>25-Mar-18</p>	<p>[NOTE: This individual sent in another comment on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

04-Apr-18	<p>Clayton Jones has 3 duplicate email letters sent on 4/4/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

02-May-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
18-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
09-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>



26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
28-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

06-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>[NOTE: This individual sent in another comment on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
22-Mar-18	<p>Proposed rail bridge construction in Bonner County Idaho needs a full environmental impact statement, a longer public comment period, and at least one public hearing on the EIS. Please do not fast track a set of projects that will have deep impacts on our daily lives just through increased rail traffic, and, sooner or later, will likely have devastating impacts from a derailment.</p>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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26-Apr-18	<p>[Note: Kaeufer had another comment dated 4/24/18] I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
28-Mar-18	<p>[NOTE: This individual sent in two comments on 03/28/2018 to Steven Fischer and the Coast Guard]. Do the right thing for our environment. Give it top priority instead of corporate profit.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



28-Apr-18	<p>David Kagan has a duplicate email letter sent on 4/28/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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27-Apr-18	<p>Peter Kahigian has a duplicate email letter sent on 4/27/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>Robert Kaminski has a duplicate email letter sent on 4/26/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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28-Mar-18	<p>[PDF Attachment] We have reviewed the application by Burlington Northern Santa Fe Railway Company (BNSF) to construct an over-water rail bridge across Lake Pend Oreille (LPO) and Sand Creek in Bonner County, Idaho. The purpose of these comments is to assist the decision-making authority by providing technical information addressing potential effects on wildlife and wildlife habitat and how any adverse affects might be mitigated. It is not the purpose of Idaho Department of Fish and Game to support or oppose this proposal. [MORE PAGES OF TEXT + REFERENCES] Recommendations ¶ While BNSF evidently owns the lakebed below the action area, the species that rely on functional liminology of LP are the property of the citizens of Idaho. Millions of dollars have been invested in the protection, perpetuation, and management of Lake Pend Oreille fish and wildlife resources. As the state management agency charged with stewardship for these resources, our objective is to work with project proponents to ensure that no net loss of fish or wildlife habitat or population viability occurs, and to ensure that opportunities for citizens to enjoy these resources are not lost or impaired. ¶ At minimum, we recommend the following Best Management Practices during construction: • Minimize nighttime lighting of construction area and new bridges • Use bubble curtains on all pile driving, including work bridge and Bridge 3.1 installation • Use turbidity curtains during piling removal as well as installation • Decontaminate all equipment working in or around water to remove aquatic invasive species. ¶ The most significant impacts to fish and wildlife would occur with a hazardous material spill in LPO. Therefore, we recommend BNSF address all vulnerabilities in the rail bridge hazard zone and invest in spill equipment and training that will reduce response time, particularly between mid-October and mid-May. Based on other settlements across the country, remediation and mitigation for a significant hazardous material spill would be expected to cost BNSF more than additional preparedness measures, and some losses would likely be irreplaceable. Updated BNSF GRP information should specifically address how the vulnerabilities identified by the Northwest Area Council have been resolved. ¶ As identified above, we recommend the application not be approved until a mitigation plan is finalized for the 1.26 acres of nearshore fill currently unaccounted for in the application (Item 18). We thank the Idaho Department of Lands for extending their comment period and organizing two public hearings. We are willing to work with BNSF, regulatory agencies, and community partners to identify opportunities that address and mitigate both reduced ecosystem function and increased spill risk, with the objective of reaching solutions that maintain, replace, and/or restore impacted fish and wildlife habitat and populations.</p>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

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28-Apr-18	<p>Mike Kehl has a duplicate email letter sent on 4/28/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

16-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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26-Mar-18	<p>Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. ¶ As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest. ¶ BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations. ¶ Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe. ¶ Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following: 1. Extend the public comment period by 120 days from the date of the public notice. 2. Draft a full environmental impact statement. 3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal. 4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</p>

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15-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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20-Mar-18

I have lived in Sandpoint for 28 years. I live within blocks of the BNSF's rail line. In these years I have noticed a significant increase in rail transport and associated train delays in our town.

Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States.

As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest.

The purpose of doing an environmental assessment is to determine if there are significant effects associated with a project. If there are significant effects then an Environmental Impact Statement is necessary to determine if the significant effects are irreversible and irretrievable. So at this juncture in the NEPA process I don't see how the concerns of the community; potential oil/hazardous substance spill with more bridges and rail traffic that the USCG and ACE can definitively determine that an environmental assessment would be adequate. The risks of a derailment into the lake with higher rail traffic increases significantly. With this significant risk to our lake's water quality and the devastating effects to the human, aquatic, and wildlife communities that depend on this water source it only seems logical that an environmental impact statement would be completed.

BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations.

Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe.

Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following:

1. Extend the public comment period by 120 days from the date of the public notice.
2. Draft a full environmental impact statement.
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15-Mar-18

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.

And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.

Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.

21-Mar-18

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

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16-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



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28-Apr-18	<p>Susan Kiplinger has a duplicate email letter sent on 4/28/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about the harmful environmental impacts of BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest. ¶ BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement. ¶ Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following: 1. Require a full environmental impact statement. 2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</p>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

31-Mar-18	<p>There are 6 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
25-Mar-18	<p>[Note: Kirk left two other comments dated 3/25/18] I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

26-Apr-17	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
06-May-18	<p>Kent Kirkpatrick has a duplicate email letter sent on 5/6/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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15-Mar-18

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.

And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.

Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.

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25-Mar-18

[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.

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Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:

1. Extend the public comment period by 120 days from the date of the public notice.
2. Require a full environmental impact statement.
3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.

16-Mar-18

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.

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23-Mar-18

With the Sandpoint Junction Connector Project undergoing regulatory review, I write to voice my support for this project and ask for its timely approval during your permitting process. Investing in our future means investing in rail, and this is the ideal infrastructure project to do just that. The Sandpoint project will streamline the routes of trains carrying goods to market, freeing up room for more economic growth in the surrounding region.

As a community leader, it is my mission to support policies that encourage economic opportunity for all Washingtonians. Rail is closely intertwined with the Spokane economy and the regional industries that use it to satisfy their customers. But rail is also a smart investment because it is the safest form of transportation we have. No mode of transportation is more reliable than freight rail when it comes to safely delivering commodities to their destinations.

Despite this, rail companies like BNSF still heavily invests annually in their safety efforts. BNSF rail lines receive safety inspections far more frequently than what is required. In addition, BNSF maintains highly-detailed geographic response plans that are suited specifically for areas that are environmentally sensitive, such as Lake Pend Oreille. This further assures rail's safety in our communities. The Sandpoint project would build upon this strong record by increasing the safety of train traffic in the area.

Our friends and neighbors recognize the importance of maintaining a strong rail network and modernizing it where appropriate. That's why the people of Spokane, Washington mobilized last fall to overwhelmingly vote down a proposal that would have limited rail activity through the city. Rail is essential to the prosperity of the Pacific Northwest, and efforts to inhibit it must be prevented. At the same time, we should seize opportunities that offer vast improvements in the rail network.

As a resident of Spokane, I know that transportation infrastructure is the lifeblood of our economy and this proposed second track and bridge will provide a net benefit to the entire region. The Pacific Northwest owes not only its past to a strong rail network, but its future as well. Investing in rail will keep our region a booming trade hub with the rest of the world. That is why it would be wise to invest in our rail network.

I hope that you will help this project receive the speedy approval it deserves.

26-Apr-18

I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.

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27-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol> <p>The time is now to do what is right.</p>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
06-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

12-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
27-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>Submitted 2 times.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect, and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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29-Apr-18	<p>Ericka Kohn has a duplicate email letter sent on 4/29/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

Comments received by USACE/IDL in response to PN for Application  
NWW-2007-01303 (2/26/2018)

USCG0030673/27

15-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant "private" investment to enhance the rail network while taking necessary steps to protect the local environment. It is a project truly worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture, manufacturing, retail and tourism firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually on infrastructure to keep our rail network healthy and safe.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network nationwide while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions, they excel at this. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities long haul, period. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment. Sandpoint is a model proposal in many regards with significant support.</p> <p>Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of this project's necessary permits.</p>
25-Mar-18	<p>[NOTE: This individual sent in another comment on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
02-Apr-18	<p>[NOTE: This individual sent in two comments on 04/02/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



31-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
31-Mar-18	<p>[NOTE: This individual sent in two comments on 03/31/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

13-Mar-18

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.

And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.

Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.

25-Mar-18

I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.

BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.

Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:

1. Extend the public comment period by 120 days from the date of the public notice.
2. Require a full environmental impact statement.
3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

21-Mar-18

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy. It's terrible people have a not in my backyard mentality, if they think it's wrong then they shouldn't be allowed to use it. Etc gas, hydro power, food, just to name a few.

In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.

And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.

Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.

25-Mar-18

I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.

BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.

Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:

1. Extend the public comment period by 120 days from the date of the public notice.
2. Require a full environmental impact statement.
3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.

25-Mar-18	<p>[NOTE: This individual sent in a comment on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
30-Apr-18	<p>Lauren Kramer has a duplicate email letter sent on 4/30/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
16-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>



26-Apr-18	<p>Debbie Krapf has a duplicate email letter sent on 4/26/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
16-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

15-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
06-Mar-18	<p>I am a citizen of Sandpoint and I read very recently of BNSF's plans to build a second railway bridge across Lake Pend Oreille. I am not in favor of this move nor will I ever be. I will campaign regularly and energetically against this proposal. The citizens of Sandpoint want less train traffic not more coming through our community. We have seen trail derailments all around us in the last couple years: the grain derailment last year down in Sagle, the multiple derailments along the Clark Fork. All it takes is one bad derailment of chemicals or oil to damage the Lake for a long time in to the future. Please do not put the rights of a big corporation with deep pockets above the rights of local citizens who plan and hope to live here for the rest of their lives.</p>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

<p>26-Apr-18</p>	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
<p>25-Mar-18</p>	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer and the Coast Guard]. I am am contacting you today regarding BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
25-Mar-18	<p>Submitted 3 times.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement....</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

25-Mar-18	<p>[Note: Krueger left another comment dated 3/25/18] I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



18-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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01-May-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>Submitted 3 times.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement....</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

01-May-18	<p>Maya Kurtz has a duplicate email letter sent on 5/1/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
15-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>



26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

29-Mar-18	<p>[NOTE: This individual sent in three comments on 03/29/2018 to the Coast Guard and Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

09-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

13-Mar-18

The Idaho Association of Commerce & Industry (IACI) is Idaho's largest and most active business trade organization representing members from all across Idaho in a wide variety of commercial and industrial activities. BNSF Railway is an outstanding member of our organization committed to the mission of safe and efficient movement of products and raw materials in the United States. ¶ We are writing in support of their application for the Sandpoint Junction Connector project, which will improve the efficiency of rail travel through northern Idaho but, most importantly, improve the human and environmental safety in the area. Clearly, BNSF is making a commitment to that safety through the investment of millions of dollars into the improvements of their rail system. This factor is critical to ensure the long-term viability and environmental protection of the corridor, which is critical to the region and to the state of Idaho and all of our members that use multiple modes of transportation options. ¶ With the expansion of the project will come shorter wait times, improving air quality in the area by allowing trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. Shorter wait times for autos and trains means less idling, and that is an improvement in efficiency and environmental quality. ¶ In addition, the new rail will be the most technologically sophisticated and safest in the industry. This is a critical factor when moving products across Lake Pend Oreille. Making the lake crossing more stable and efficient using this latest technology available will improve the overall environmental safety of the track. ¶ We strongly encourage approval of the BNSF application. IACI and its membership stand with BNSF and their willingness to invest in the economy and, at the same time, improve the environment and the safety of transportation in Idaho.

27-Apr-18

I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.

BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.

Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:

1. Require a full environmental impact statement.
2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.

I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.

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Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:

1. Require a full environmental impact statement.
2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.

28-Apr-18	<p>Edward Laclergue has a duplicate email letter sent on 4/28/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal</li></ol> <p>In the past, I lived and worked and played in Eastern Washington and Western Idaho. Lake Pend Oreille is a spectacular natural wonder. To see it's pristine beauty threatened by rail traffic over the lake is heart rending. There is already a rail line across the lake and further construction over these waters seems redundant and unnecessary.</p>
27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>[NOTE: This individual sent in a comment on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
28-Apr-18	<p>Brenda Lahm has a duplicate email letter sent on 4/28/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
14-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

14-Mar-18

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.

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09-Mar-18

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

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26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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13-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>We are concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, we request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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20-Apr-18	<p>The South Dakota Association of Cooperatives is expressing its support for the Sandpoint Junction Connector project proposed by BNSF. Our member cooperatives rely heavily on a safe, efficient freight rail system to transport South Dakota agricultural products. Last year, BNSF shipped over 130,000 carloads of wheat, soybeans, corn, sweet beets, beans, and other agricultural products from South Dakota to both domestic and foreign destinations. ¶ We believe the proposed Sandpoint Junction Connector project will provide BNSF with additional capacity needed to reduce congestion, enhance safety, and improve rail service. BNSF's recent \$2 billion investment in expanding its northern transcontinental route demonstrates its commitment to its customers and the communities it serves. ¶ We ask your timely review and approval of BNSF's application for the Sandpoint Junction Connector project.</p>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



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05-Apr-18	<p>I feel that as a resident of this beautiful part of the Idaho I have the right to the full protection of the environment. Without a full and complete assessment of the environmental impact of such a bridge, the risks are too great. Too often these days sincere concern for our communities is being asked to take a backseat. Rail accidents happen and the damages are far reaching. We can't afford not to fully study this issue; the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States.</p>

19-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
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06-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
09-Mar-18	<p>I oppose building a second bridge over Lake Pend Orielle near Sandpoint.</p>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>[Note: LaSchiava left two other comments dated 3/25/18] I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



25-Mar-18

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06-Mar-18

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.

And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.

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25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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09-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
28-Apr-18	<p>Elaine Lavezzi has a duplicate email letter sent on 4/28/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

06-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

12-Mar-18

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

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Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.

26-Apr-18

[Note: Lea left another comment dated 4/26/18] I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.

BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.

Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:

1. Require a full environmental impact statement.
2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.

27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol> <p>We have seen the damage of oil in our region. We must preserve our pristine region.</p>
27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol> <p>We have seen the damage of oil in our region. We must preserve our pristine region.</p>



26-Mar-18	<p>[NOTE: This individual sent in two comments on 03/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>The Idaho Association of Commerce &amp; Industry (IACI) is Idaho's largest and most active business trade organization representing members from all across Idaho in a wide variety of commercial and industrial activities. BNSF Railway is an outstanding member of our organization committed to the mission of safe and efficient movement of products and raw materials in the United States.</p> <p>We are writing in support of their application for the Sandpoint Junction Connector project, which will improve the efficiency of rail travel through northern Idaho but, most importantly, improve the human and environmental safety in the area. Clearly, BNSF is making a commitment to that safety through the investment of millions of dollars into the improvements of their rail system. This factor is critical to ensure the long-term viability and environmental protection of the corridor, which is critical to the region and to the state of Idaho and all of our members that use multiple modes of transportation options.</p> <p>With the expansion of the project will come shorter wait times, improving air quality in the area by allowing trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. Shorter wait times for autos and trains means less idling, and that is an improvement in efficiency and environmental quality. In addition, the new rail will be the most technologically sophisticated and safest in the industry. This is a critical factor when moving products across Lake Pend Oreille. Making the lake crossing more stable and efficient using this latest technology available will improve the overall environmental safety of the track.</p> <p>We strongly encourage approval of the BNSF application. IACI and its membership stand with BNSF and their willingness to invest in the economy and, at the same time, improve the environment and the safety of transportation in Idaho.</p>
26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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27-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.

Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:

1. Require a full environmental impact statement.
2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.

As a former resident of northern Idaho, a biologist and attorney, and the wife of a retired railroad conductor familiar with train accidents, I'm asking that you please not allow for the possibility of a devastating coal, oil, hazardous-substance train accident to accelerate Earth's sixth mass extinction episode:

A July 5, 2017, article in the Proceedings of the National Academy of Sciences identifies that Earth is in the midst of its sixth mass extinction episode: Biological annihilation via the ongoing sixth mass extinction signaled by vertebrate population losses and declines.

The article concludes: "...Earth's sixth mass extinction episode has proceeded further than most assume. ... (T)he proximate causes of population extinctions (are): habitat conversion, climate disruption, overexploitation, toxification, species invasion, disease, and (potentially) large-scale nuclear war ... (T)he ultimate drivers of those immediate causes of biotic destruction (are), namely, human overpopulation and continued population growth, and overconsumption, especially by the rich. ... (T)he sixth mass extinction is already here and the window for effective action is very short, probably two or three decades at most. All signs point to ever more powerful assaults on biodiversity in the next two decades, painting a dismal picture of the future of life, including human life."

<https://urldefense.proofpoint.com/v2/url?u=https->

16-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
15-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

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06-May-18	<p>Donald Leisman has a duplicate email letter sent on 5/6/18 and 4/26/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following: 1. Require a full environmental impact statement. 2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</p>

26-Apr-18	<p>Chad leming has a duplicate email letter sent on 4/26/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>[NOTE: This individual sent in two comments on 03/26/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>Denise Lenardson has a duplicate email letter sent on 4/26/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

16-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

13-Mar-18

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.

And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.

Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.

26-Apr-18

I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.

BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.

Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:

1. Require a full environmental impact statement.
2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.

26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



26-Mar-18	<p>There are 2 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

03-Apr-18	<p>Kathleen LeTellier has 3 duplicate email letters sent on 4/3/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
29-Mar-18	<p>[NOTE: This individual sent in three comments on 03/29/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>[NOTE: This individual sent in two comments on 03/26/2018 to Steven Fischer and the Coast Guard]. . I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
31-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Apr-17	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

31-Mar-18	<p>[NOTE: This individual sent in two comments on 03/31/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest. ¶ BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement. ¶ Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following: 1. Require a full environmental impact statement. 2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</p>

25-Mar-18	<p>Submitted 3 times.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect, and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

20-Mar-18	<p>Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States.</p> <p>As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest.</p> <p>BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations.</p> <p>Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe.</p> <p>Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Draft a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li><li>4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</li></ol>
26-Mar-18	<p>[NOTE: This individual sent in another comment on 03/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

16-Mar-18

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.

And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.

Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.

26-Apr-18

[NOTE: This individual sent in another comment on 04/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.

BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.

Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:

1. Require a full environmental impact statement.
2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.

26-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



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25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:

1. Require a full environmental impact statement.
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The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.

And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.

Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.

01-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to the Coast Guard.] I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
21-Mar-18	<p>Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States.</p> <p>As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest.</p> <p>BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations.</p> <p>Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe.</p> <p>Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Draft a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> <li>4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</li> </ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li><li>3. To my knowledge there is no port on the west coast of Washington, Idaho or British Columbia for BNSF trains to take trains laden with coal, oil or any other hazardous substance - thus no need for a second bridge.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

<p>25-Mar-18</p>	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
<p>26-Apr-18</p>	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
<p>07-Mar-18</p>	<p>I wish to comment on the proposed second railroad bridge over Lake Pend Oreille near Sandpoint, ID. As a retired trainman/conductor who has had to wait at on one end or other of the single tracked bridge many times over the years, I can state this new bridge will be very important to keep trains moving in a timely efficient manner. That said, it will reduce potential wait times at public grade crossings, on either side, it will reduce engine idling and resulting pollution while waiting turn to use the single track and will be valuable in expediting train traffic. I can see absolutely no down side to a second bridge and whole heartedly favor it's timely construction.</p>

25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>Dana Linder has a duplicate email letter sent on 4/26/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

29-Apr-18	<p>Karen Lindstrom has a duplicate email letter sent on 4/28/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
29-Apr-18	<p>Patricia Link has a duplicate email letter sent on 4/29/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol> <p>Thank you.</p>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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21-Mar-18	<p>Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States.</p> <p>As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest.</p> <p>BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations.</p> <p>Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe.</p> <p>Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Draft a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li><li>4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</li></ol>

<p>28-Apr-18</p>	<p>Ann Littlewood has a duplicate email letter sent on 4/28/18. I live in Portland and I have not forgotten the derailment at Mosier, OR. I've heard hours and hours of testimony about oil by rail and the risks it poses to our communities. I am also entirely aware of the foolhardiness of continuing to invest in fossil fuel infrastructure. Idaho can do better.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
<p>26-Apr-18</p>	<p>I share the concerns of the Stand Up to Oil &amp; Power Past Coal organizations. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
<p>27-Apr-18</p>	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

26-Apr-18

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Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:

1. Require a full environmental impact statement.
2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.

26-Apr-18

m writing to express several concerns about the proposed BNSF second major, and two minor, bridges near Sandpoint, Idaho.

As a long time member and past board member of the Kinnikinnick Native Plant Society I'm aware of the danger of spreading invasive weeds in the lake when there is fill material brought in or there is any disturbing activity.

The proposed bridges have the potential to negatively affect our endangered Bull Trout.

The bridge and its construction could affect navigability and rail safety. There have been several derailments in recent years. Local availability of spill containment equipment seems appropriate. There is currently minimal equipment and trained staff available when a spill occurs.

BNSF's trains currently affect emergency response times because of delays at crossings and the additional train traffic would likely increase the delays, unless BNSF provides grade separation at critical crossings. Merely keeping trains moving via double tracks does little or nothing if traffic increases as projected. BNSF has not been forthcoming in this respect.

Our area's economy depends, to a great extent, on freedom from noise, water and air pollution. All of these would be negatively affected by the proposed construction and by the resulting increased rail traffic. I have long recognized the value of rail vs. highway and air transport, but remain concerned about the cumulative impacts of this proposal.

As a past elected, and current appointed, official involved with our economic development I urge you to draft a full Environmental Impact Statement, not merely an Environmental Assessment. An EIS is the only way we can see the full impacts and benefits. Public hearings need to be held during, and after the EIS process. This will allow us all to be confident the broad range of cumulative impacts of this major proposed undertaking are considered.

<p>26-Apr-18</p>	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
<p>25-Mar-18</p>	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol> <p>Thank you for listening, and let's move on from coal and oil and invest in greener energy sources.</p>

26-Apr-18	<p>Laura Long has a duplicate email letter sent on 4/26/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



06-Apr-18	<p>Received 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>[NOTE: This individual sent in a comment on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

02-Apr-18	<p>[NOTE: This individual sent in two comments on 04/02/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
31-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>[NOTE: This individual sent in a comment on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect, and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>Submitted 2 times.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect, and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>[NOTE: This individual sent in two comments on 03/26/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

21-Mar-18	<p>Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States.</p> <p>As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest.</p> <p>BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations.</p> <p>Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe.</p> <p>Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Draft a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li><li>4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</li></ol>
26-Apr-18	<p>Sun Valley may be far away, but it will suffer.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>Submitted 3 times.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement....</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>[NOTE: This individual sent in two comments on 03/26/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

27-Mar-18	<p>There are 2 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am very concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
13-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol> <p>The People, Water and Mother Earth MUST come before profits!</p>
26-Apr-18	<p>As an avid visitor and appreciator of the scenic beauty of Idaho's largest lake, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>[NOTE: This individual sent in a comment on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

28-Apr-18	<p>Dennis Lynch has a duplicate email letter sent on 4/28/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>[NOTE: This individual sent in another comment on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

04-Apr-16	<p>Denise Lytle has 3 duplicate email letters sent on 4/4/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
04-May-18	<p>Keiko M. has a duplicate email letter sent on 5/4/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect, and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Apr-18	<p>Crawford MacCallum has a duplicate email letter sent on 4/27/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
05-May-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>[NOTE: This individual sent in two comments on 03/26/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>Submitted 2 times.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect, and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

30-Apr-18	<p>Living in Spokane, a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. ¶ In Spokane, we rely on the Rathdrum Prairie Aquifer for our drinking water and irrigation needs. I am concerned that if a hazardous substance, such as oil, is ever spilled over the aquifer, that we would suffer from pollution in our drinking water. In Spokane, elevated tracks run high above Hangman Creek, a watershed that is already is [in] very poor condition. A derailment in the Hangman Creek area would be catastrophic to that ecosystem. Even more dangerous is the risk of derailment in downtown Spokane where BNSF rail lines run very near schools, hospitals and businesses. ¶ A full environmental impact statement assessing the risks and impacts to both Lake Pend Oreille and the adjacent communities is imperative. The cumulative regional impact of increased oil and coal transportation by rail must also be assessed. ¶ Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe. ¶ Please also conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</p>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

28-Apr-18	<p>Stephen MacNish has a duplicate email letter sent on 4/28/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>[NOTE: This individual sent in two comments on 03/26/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

01-May-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following: 1. Require a full environmental impact statement. 2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</p>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>



26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Apr-18	<p>Joseph Magid has a duplicate email letter sent on 4/27/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

29-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>[NOTE: This individual sent in a comment on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
16-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

07-Mar-18	<p>As Government Relations Director of the Montana Chamber of Commerce, I write on behalf of the Montana Chamber in strong support of the construction of the Sandpoint Junction Connector Project. The positive economic ripple effect in the Pacific Northwest as a result of this project will be resounding: increased trade for countless industries, more efficient product shipments, and a boost in tourism with additional passenger trains. Workplace safety is also a top priority for the Montana Chamber, and the efficiencies created by the Sandpoint Junction project will improve the safety of train traffic in the region. Therefore, we urge swift approval of the permits needed for construction.</p> <p>Infrastructure investment is a core objective of the Montana Chamber's 10-year strategic plan, Envision 2026. Increasing rail commerce, especially at the initiative of BNSF Railway to privately fund the project, makes the Sandpoint Junction proposal an easy decision for economic prosperity.</p>
25-Mar-18	<p>[NOTE: This individual sent in a comment on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
25-Jun-18	<p>(NOTE: There is a Kam Majer comment in this matrix, dated 3/21/2018 [different commenter letter], different email address but same postal address.) The U.S. Army Corps of Engineers stating "blah, blah, blah" following the section on Public Involvement in its Draft Environmental Assessment for the Carey Creek Shoreline Stabilization Project is troubling to me as a local who lives in this area and has concerns about projects being reviewed by federal agencies.</p> <p>Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States.</p> <p>As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest.</p> <p>BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region.</p> <p>Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe.</p> <p>Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Draft a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> <li>3. Conduct multiple public hearings before the environmental impact statement is completed and multiple public hearings after it is released.</li> </ol> <p>Additionally it is VITALLY important that the input from the public meeting is considered.</p> <p>I think a more appropriate question is how could anyone even consider building a bridge like this across a lake without an environmental impact statement? I'm sure the new Lake Washington Bridge in western Washington</p>

21-Mar-18	<p>(NOTE: There is a Kim Majer comment in this matrix, dated 6/25/2018 [different commenter letter], different email address but same postal address.) Same address, but not sure if this is the same person.) Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States.</p> <p>As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest.</p> <p>BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations.</p> <p>Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe.</p> <p>Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Draft a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> <li>4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</li> </ol> <p>Thank you for your attention to my concerns.</p>
27-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

25-Mar-18

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BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.

Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:

1. Extend the public comment period by 120 days from the date of the public notice.
2. Require a full environmental impact statement.
3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.

06-Apr-18

Attached is a letter of support for the Sandpoint Junction Connector project from Montana Governor Steve Bullock. The letters are being mailed today but wanted to email you both a copy. (PDF attachment to Admiral Zukunft dated 4/4/2018. Identical letter from MT Governor Bullock to USACE, also a separate PDF in this email) I am pleased to write in support of the proposed Sandpoint Junction Connector project. ¶ Agriculture is one of Montana's largest economic sectors and the backbone of our rural economy. Montana exports wheat, pulse crops, barely [barley], oats, rye, malt, and many other agricultural commodities from our state to feed people across the nation and the world. The majority of these high quality agricultural products are delivered by rail through the Pacific Northwest for markets in Washington, Oregon, California and overseas. ¶ In 2008, BNSF shipped just 25,000 carloads of Montana wheat and 411 carloads of pulse crops to the Pacific Northwest. Today, BNSF ships more than 39,000 carloads of Montana wheat and 3,600 carloads of pulse crops to the Pacific Northwest. This is almost a 55% increase for Montana wheat and nearly 900% increase in pulse crops over the past ten years. The increase in demand is a great benefit to Montana's economy and highlights the changing agricultural food supply chain of the world. To ensure that agricultural producers in Montana, and in our neighboring states, get a fair market price for their quality products we need an efficient and reliable rail network. ¶ The current single lane bridge across Lake Pend Oreille has become a bottleneck for rail shipments coming from Montana during our peak agricultural and harvest times. The longer grain stays in the bin, the less farmers make--causing a ripple effect throughout Montana's economy. Since 2014, BNSF has shown their commitment to the efficient flow of goods by investing millions of dollars and expanding miles of double track along the northern transcontinental route to increase rail capacity. These investments are driven by the record demand for agricultural products from Montana and the west--including an all-time record volume of agricultural products just this past March. ¶ The completion of the Sandpoint Junction Connector project will open up the current bottleneck along the northern corridor and allow BNSF to meet current volume demands and deliver a more reliable service for Montana farms, ranches, businesses, and future exporters. ¶ I am confident the Army Corps of Engineers and the U.S. Coast Guard, along with all local and state entities, will conduct a thorough review and analysis of this proposal. I ask that we get shovels in the ground soon to meet the needs of businesses in Montana and throughout the United States. ¶ Thanks again for the opportunity to share my support for this project. I ask that you consider BNSF Railway's application to proceed with the Sandpoint Junction favorably.



15-Mar-18	<p>Great need for bypass tracks where possible. The increase in volume needs thought.</p> <p>Update crossings to all have gates, no horns even outside urban areas! Instead use visual heavily everybody's on their phone inside a car, IoT style.</p> <p>Then, acceleration sensors are cheap &amp; reliable far better resolution on where trains are provided by a more dense network of sensors.</p> <p>I'm working on 3000-4000hp permagnetic motors as replacements to diesel, no emissions, quiet, no fuel, far less waste-heat, alnico's ok to use, no rare earths, the magnets can be repolarized 3-times for longevity.</p>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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18-Mar-18

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.

And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.

Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.

25-Mar-18

[Note: Manger left another comment dated 3-25-18] I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.

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3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.

15-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
26-Apr-18	<p>[NOTE: This individual sent in another comment no 04/26/2018 to the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>[NOTE: This individual sent in five comments on 03/25/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>[Note: Mardsen left one other comment dated 3/25/18] I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

03-Apr-18	<p>Giampiero Mariani has 3 duplicate email letters sent on 4/3/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>As an American and someone who cares deeply about the environment and human safety, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Apr-18	<p>Julie Martin has a duplicate email letter sent on 4/27/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>Submitted 3 times.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect, and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about Burlington Northern and Santa Fe Railway's (BNSF's) proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges would cross Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect, and cumulative impacts affecting the city of Sandpoint, Bonner County, Idaho, and the Pacific Northwest. ¶ BNSF's proposal would impact soils, surface water, air quality, and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety, and transportation in the region. These impacts are significant and can only be reviewed in a thorough, comprehensive Environmental Impact Statement. ¶ Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect, and cumulative impacts of the project. Accordingly, I request the following: 1. Require a full environmental impact statement. 2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</p>
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25-Mar-18	<p>Julianne Martinson has 2 duplicate email letters sent on 3/25/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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21-Mar-18

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.

And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.

Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.

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26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>Living near a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States.¶ As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest. ¶ BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations. ¶ Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe. ¶ Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Draft a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li><li>4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</li></ol>

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07-Apr-18	<p>Received 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

03-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
03-Apr-18	<p>[NOTE: This individual sent in two comments on 04/03/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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06-Mar-18

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.

And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.

Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.

28-Mar-18

Thank you very much, Patrick. Yes, I am familiar with the LPO GRP and we are working toward resolving vulnerabilities in the plan, which were identified by IDEQ and local responders. We wanted to make sure the contact listed for the Coast Guard really was the most local and direct contact.

It wasn't until the application for permit by BNSF for the bridges over LPO that I became aware of Coast Guard authority in our area, so I am trying to get myself up to speed. If you have any professional suggestions for improving our GRP we would value your advice.

Steven, while I have your ear, will the Coast Guard be issuing a public comment period for the Sandpoint Connector Project and is the comment period for USCG connected to the comment period for IDL and the Corp? [RESPONSE] Steve, Molly,

Sorry I am getting back to you so late....crazy week, typically respond quicker.

I cut the below table out of the Geographic Response Plan (GRP) for Lake Pend Oreille. The GRP is located at the below link and is maintained by the Environmental Protection Agency. Between Idaho State responders & EPA, they can provide any response info however, I am from that area so I am most certainly happy to be a resource. The GRP is 488 pages long and really comprehensive....and publicly available as a planning document under the Northwest Area Committee. It provides a basic response strategy for the lake to include spill response techniques, comprehensive POC's, and logistical info for the region. Great document!

Molly, I am the Chief of Environmental Response for the 13th Coast Guard District which covers Washington, Oregon, Idaho, & Montana but we primarily respond to Coastal events & on the Columbia River by jurisdiction & have boundaries set by a Memorandum of Agreement with the EPA who responds to Inland zone.

If you want further info, feel free to call me anytime.

[ALSO FROM MCCAHO] As we rarely work with the Coast Guard in the Pend Oreille Basin, I am unfamiliar with your permits. I am curious if the application you are processing for BNSF Sandpoint Connector Bridge is a 404 or is it a separate permit considering different variables. Our Board is primarily concerned with rail safety and emergency response planning, which the 404 permit doesn't address. I am wondering if the Coast Guard is considering those elements.

20-Mar-18

Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States.

While I support train transportation (an often take Amtrak to Seattle and back for business meetings), I am very concerned about a second bridge going in without a comprehensive review. I have some questions I would like answered:

We already have traffic delays in town due to the number of trains; more trains would increase delays and emergency response times. Would BNSF be building overpasses or underpasses so that trains do not stop as much traffic and would they be putting in safer railroad crossings where this cannot happen?

What is going to protect our precious lake from a train derailment and possible chemical or oil spills?

As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest.

BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations.

Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe.

Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following:

1. Extend the public comment period by 120 days from the date of the public notice.
2. Draft a full environmental impact statement.
3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.
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25-Mar-18	<p>[NOTE: This individual sent in a comment on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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28-Apr-18	<p>Harriet McCleary has a duplicate email letter sent on 4/28/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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22-Mar-18	<p>Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States.</p> <p>As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest.</p> <p>BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations.</p> <p>Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe.</p> <p>Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Draft a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> <li>4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</li> </ol> <p>Please add the following concerns to my previously submitted comments. My grandchildren live in Dover and attend Farmin Stidwell elementary school in Sandpoint. The active BSNF train tracks run adjacent to the school and recreation fields that our grandchildren play in during recess and sports events. Already these tracks are very busy with trains carrying all types of commodities, including some of which are very hazardous like Bakken Oil and hazardous industrial compounds. As has been noted there have been 4 train derailments in the the area during the last year. Is it too much to ask that a more comprehensive public involvement evaluation be conducted by our government agencies to protect our grandchildren and our communities? As you should be well aware, increasing the possibility that an accident can occur in the areas that our grandchildren live, play and</p>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



28-Apr-18	<p>Daviann McClurg has a duplicate email letter sent on 4/28/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>Susan McCorry has a duplicated email letter sent on 4/26/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

14-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
06-Apr-18	<p>[NOTE: This individual sent in three comments on 04/06/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

27-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>[NOTE: This individual sent in another comment on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Mar-18	<p>[NOTE: This individual sent in another comment on 03/27/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
15-Mar-18	<p>I am concerned that Washington State has too often hindered the transportation of products through our state through outright denial of projects, regulations, and delays in the permitting process. These decisions have hurt our economy and lead to increased prices for our citizens. I do support the Sandpoint Junction Connector project, as I believe it will benefit both Idaho and Washington, and urge your swift approval of the permits needed for construction.</p> <p>I have heard that Sandpoint Junction Connector project is a model proposal in many ways. I strongly urge your timely approval of the project's necessary permits.</p>

26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>We are concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, we request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>[NOTE: This individual sent in a comment on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
06-May-18	<p>[McGlone has another comment dated 5/5/2018] I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest. ¶ BNSF's proposal would impact soils, surface water, air quality and groundwater resources.</p> <p>Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement. ¶ Please evaluate BNSF's proposal ( APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following: 1. Require a full environmental impact statement. 2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</p>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
15-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to the Coast Guard]. I am an Oregon native with a lifelong love for the natural beauty and grandeur of the Pacific Northwest. I also believe that the time has come to end our dependence on fossil fuels and to stop the growth of infrastructure that encourages more fossil fuel usage.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

16-Mar-18

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.

And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.

Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.

26-Apr-18

[Note: McKeown-Gallich had another comment on 4/26/18] I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.

BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.

Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:

1. Require a full environmental impact statement.
2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
28-Apr-18	<p>Tina McKim has a duplicate email letter sent on 4/28/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

19-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

09-Mar-18

I write in support of the Sandpoint Junction Connector Project. Considering the national economic importance and local benefits of the project, I urge the Coast Guard to undertake a thorough environmental review in as expeditious a manner as possible. ¶ This critical project is located on the BNSF's Great Northern Corridor and serves as a major artery of trade and passenger rail service for Eastern Washington. These rail lines allow access to the Puget Sound and Columbia River Ports and are critical to U.S. agriculture exports and other shipments. BNSF has made hundreds of millions of dollars of investment in the Corridor. These investments have increase capacity east and west of the project, allowing them to more efficiently handle the rail freight that a growing economy requires. ¶ Freight and passenger trains have moved safely over the existing bridge for more than a century. This important project will allow rail traffic to move safely in both directions simultaneously, reducing wait times for bridge crossings. Currently, backups created by waiting trains can sometimes extend for many miles. Reducing train delays will reduce delays in the surrounding area, improve air quality and reduce noise by cutting idle times when trains are stopped in Sandpoint. ¶ I believe that the environmental approvals for this project are an exmple of the kind that can and should be executed in an efficient manner. I request the agencies avoid delays, which would add unnecessary costs to a privately financed project. I hope that the Coast Guard, Army Corps of Engineers, and state of Idaho environmental regulators can work together to accomplish this expeditiously.

26-Mar-18

I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.

BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.

Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:

1. Extend the public comment period by 120 days from the date of the public notice.
2. Require a full environmental impact statement.
3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal. Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:
  1. Extend the public comment period by 120 days from the date of the public notice.
  2. Require a full environmental impact statement.
  3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.

26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
01-May-18	<p>Anna Medrano has a duplicate email letter sent on 5/1/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following: 1. Require a full environmental impact statement. 2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</p>

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Thank you for your consideration.

25-Mar-18

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26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>There are 2 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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29-Apr-18	<p>Vince Mendieta has a duplicate email letter sent on 4/29/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
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12-Mar-18

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.

And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.

Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.

12-Apr-18

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3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.

26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>[NOTE: this individual sent in two comments on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

16-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18

[Note: Metzler left one other comment dated 3/25/18] I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.

BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.

Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:

1. Extend the public comment period by 120 days from the date of the public notice.
2. Require a full environmental impact statement.
3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.

Comments received by USACE/IDL in response to PN for Application  
NWW-2007-01303 (2/26/2018)

USCG0032913/27

<p>23-Apr-18</p>	<p>My name is Lisa Meucci. I am a lifelong resident of Washington and Idaho, having spent the entirety of my life so far living in rail-side communities (Spokane, Otis Orchards, Bellingham, Seattle, and Sagle). ¶ We are current owners of family property on Sandy Cove Lane off Bottle Bay Road just a few properties down from where trains head out across the lake over the bridge. My grandparents bought this property back in the early 1970's, so we've had plenty of time living among the trains going back and forth across the bridge, enduring the site and noise of regular activity in addition to construction and maintenance work – day and night. ¶ I am writing regarding the Burlington Northern Santa Fe (BNSF) proposal to build three new rail bridges in the Sand Creek/Lake Pend Oreille watershed. This includes a new bridge across Lake Pend Oreille adjacent to the existing rail bridge, a new bridge over Sand Creek adjacent to the existing rail bridge, and a new bridge over Bridge Street adjacent to the existing rail bridge. ¶ As the lead federal agency in charge of carrying out environmental oversight of the proposed project, I respectfully request that the Coast Guard perform a full Environmental Impact Statement (EIS). ¶ The proposed railway expansion project entails significant direct, indirect, and cumulative impacts to our community, which should be fully examined through an EIS. These include: • Water quality – increased transport of materials (hazardous, etc.) over the lake and through the watershed increases the potential for derailment(s) into our local waterways, threatening water quality. • Wildlife habitat – filling wetland and nearshore areas of the lake for additional bridge construction damages sensitive wildlife habitat beyond repair. The proposed project is within the known and/or historic range of bull trout and its critical habitat. • Emergency response – increased train traffic passing through at-grade rail crossings may cause emergency response delays. • Noise – increased train traffic may result in more whistle-related noise pollution at and around rail crossings and more noise pollution in general when traveling over water. While we have noticed that with the last bridge work and/or modifications to trains • Traffic – increased train traffic across at-grade rail crossings would likely cause more traffic congestion. • Economy – increased train traffic may impact local businesses, property values, aesthetics and the tourism industry. ¶ This proposed project encourages rail activity with cumulative impacts that affect resources far beyond Sandpoint, Bonner County and North Idaho in general, throughout rail-side communities. All of these potential impacts need to be thoroughly evaluated through an EIS before authorization of the proposal is issued.</p>
<p>26-Apr-18</p>	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

25-Mar-18	<p>[NOTE: This individual sent in a comment on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect, and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

04-May-18	<p>Rachel Meyer has a duplicate email letter sent on 5/4/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following: 1. Require a full environmental impact statement. 2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</p>
25-Mar-18	<p>[NOTE: This individual sent in a comment on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
30-Apr-18	<p>David Michalek has a duplicate email letter sent on 4/30/18. BNSF's proposal to construct a series of bridges in Bonner County, Idaho must be fully studied for its environmental impact and the decision should be based on science, not pay offs, back room deals or the promise of "jobs".</p> <p>Evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>



26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
29-Mar-18	<p>[NOTE: This individual sent in three comments on 03/29/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
26-Apr-18	<p>BNSF wants to construct a series of bridges in Bonner County, Idaho.¶ One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. ¶ These rail bridges will facilitate increased shipments of coal, oil, and other hazardous substances through the region. ¶ The bridges will create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the entire Pacific Northwest. ¶ BNSF's proposal will impact soils, surface water, air quality and groundwater resources. ¶ BNSF's operations will change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. ¶ These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement. ¶ Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. ¶ Require a full environmental impact statement. ¶ Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</p>

<p>26-Apr-18</p>	<p>[Note: Middlesworth also has another comment dated 4-26-18] BNSF wants to construct a series of bridges in Bonner County, Idaho.</p> <p>One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States.</p> <p>These rail bridges will facilitate increased shipments of coal, oil, and other hazardous substances through the region.</p> <p>The bridges will create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the entire Pacific Northwest.</p> <p>BNSF's proposal will impact soils, surface water, air quality and groundwater resources.</p> <p>BNSF's operations will change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region.</p> <p>These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project.</p> <p>Require a full environmental impact statement.</p> <p>Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</p>
<p>25-Mar-18</p>	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

31-Mar-18	<p>[NOTE: This individual sent in another comment on 03/31/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
31-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

15-Mar-18

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.

And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.

Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.

09-Mar-18

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

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Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect, and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>As a boy, my family camped at a state campground on Lake Pend Oreille. It is beautiful lake, noteworthy its extreme depths. That was scary to me as a youngster. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

28-Apr-18	<p>Sharon Miller has a duplicate email letter sent on 4/28/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



25-Mar-18	<p>Submitted 3 times.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement....</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>Timothy Miller has a duplicate email letter sent on 4/26/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
13-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

15-Mar-18

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

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26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>I am an attorney in Washington State and I am writing to state my opposition to BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross all of Lake Pend Oreille, which is Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Idaho's Silver Valley is still a Super Fund Cleanup site, which President Trump does not want to fully fund. We do not need another environmental disaster in Idaho.</p> <p>I believe that you are obligated by law to fully evaluate BNSF's proposal by conducting a comprehensive examination of all the direct, indirect and cumulative impacts of the project. Accordingly, I believe that you should do the following things:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full Environmental Impact Statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>



27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
17-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

26-Jun-18	<p>The U.S. Army Corps of Engineers stating "blah, blah, blah" following the section on Public Involvement in its Draft Environmental Assessment for the Carey Creek Shoreline Stabilization Project is troubling to me as a local who lives in this area and has concerns about projects being reviewed by federal agencies.</p> <p>Our community, economy and the surrounding environment depend on protecting Lake Pend Oreille and keeping families and businesses along the rail line safe.</p> <p>This was made clear in a 2008 University of Idaho survey of 267 nearshore property owners on Lake Pend Oreille. According to this survey, property owners place "quite" to "extreme" importance on water quality issues, and homeowners "strongly believe" that the lake needs protecting.*</p> <p>Please evaluate BNSF's proposal to add a second rail bridge across Lake Pend Oreille with the same seriousness and concern we have for this issue. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Draft a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> <li>3. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</li> </ol> <p>*Coombs, D.M. and N. Sanyal. 2008. "Understanding Shoreline Property Owner's Views on the Water Quality of Lake Pend Oreille." A Report for the Tri-State Water Quality Council. Moscow, ID: University of Idaho.</p>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

19-Mar-18

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.

And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.

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25-Mar-18	<p>[NOTE: This individual sent in a comment on 03/25/2018 to Steven Fischer], I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>[Note: Moon left one other comment dated 3/25/18] I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



29-Mar-18	<p>[NOTE: This individual sent in two comments on 03/29/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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<p>25-Mar-18</p>	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>Marci's family has lived on Lake Pend Oreille since the 1920s. We visit her father frequently. But, we didn't think that our lives would be connected via the coal industry. Longview, Washington is one of the communities that the industry is hoping to use as an exhaust port for its poisons. We're hoping to kill the Millenium Bulk Terminal, given the destructive effect it would have on us. Now it's time to protect the rest of the family in Idaho. We need to move beyond fossil fuels.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
<p>26-Apr-18</p>	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

25-Mar-18	<p>[NOTE: This individual sent in a comment on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
19-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Apr-18	<p>am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol> <p>Our dependence on coal is waning, and this is an unnecessary risk. It only take one accident to have catastrophic consequences for years to come that impact the entire region. Water quality, fish and wildlife would all be negatively impacted by this. Quality of life for people in the region would decrease. Why are we willing to put the health and safety of people and natural resources at risk for the profits of few? We can do better.</p>
27-Apr-18	<p>I live in a community that is largely affected by rail transport on a daily basis, I am very concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. ¶ As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest. ¶ BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations. ¶ Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe. ¶ Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following: 1. Extend the public comment period by 120 days from the date of the public notice. 2. Draft a full environmental impact statement. 3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal. 4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</p>



26-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
03-May-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>[Note: Mork has another comment dated 4/26/18] I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
28-Apr-18	<p>Samuel Morningstar has a duplicate email letter sent on 4/28/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

Comments received by USACE/IDL in response to PN for Application  
NWW-2007-01303 (2/26/2018)

USCG0033313/27

04-May-18	<p>Arvia Morris has a duplicate email letter sent on 5/4/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest. ¶ BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement. ¶ Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following: 1. Require a full environmental impact statement.</p> <p>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</p>
17-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

28-Apr-18	<p>Steven Morris has a duplicate email letter sent on 4/28/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

08-Mar-18	<p>[Also see Jennifer Grosman entry 3/22/2018] I am writing to encourage the prompt permitting approval for the Sandpoint Junction Connector Project over Lake Pend Oreille. The project would have wide-ranging benefits for the economy, trade, and transportation across the Pacific Northwest. It will benefit passenger trains such as Amtrak as well. ¶ America's rail system has grown over the years to cover an expansive 140,000 mile-long network. Private investment from rail companies have enabled this growth and global leadership in rail. It is projects like the Sandpoint Junction Connector that allow the Northwest and America to benefit from a modernized rail system that powers trade and economic activity. Rail companies are well practiced at identifying choke points in the track network that slow the transfer of goods. The proposed project would solve exactly this issue. Currently, trains are forced to come to a complete stop at Lake Pend Oreille to allow oncoming traffic to cross the rail bridge first. The project would address this problem by permitting trains heading in opposite directions to cross at the same time, greatly cutting down on delays for local communities. ¶ The project would not only make the current level of transport more efficient, but it would also lay the groundwork for future growth. There is clearly demand for increased rail capacity and if we don't work to address it now, problems will only multiply. Rail must be able to accommodate increases in trade and economic activity. The Sandpoint Junction Connector Project would do just that, ensuring the reliable and timely delivery of goods as our markets expand. ¶ It is in the best interest of the local community, Idaho, and the region to approve this project in a timely manner.</p>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to the Coast Guard.] I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



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13-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
03-May-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
06-May-18	<p>Betsy Moyer has a duplicate email letter sent on 5/6/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest. ¶ BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement. ¶ Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following: 1. Require a full environmental impact statement. 2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal. ¶ We care about Lake Pend Oreille, even here in Massachusetts!</p>

25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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28-Mar-18	<p>[NOTE: This individual sent in two comments on 03/28/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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13-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
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28-Mar-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
26-Jun-18	<p>The U.S. Army Corps of Engineers stating "blah, blah, blah" following the section on Public Involvement in its Draft Environmental Assessment for the Carey Creek Shoreline Stabilization Project is troubling to me as a local who lives in this area and has concerns about projects being reviewed by federal agencies.</p> <p>Our community, economy and the surrounding environment depend on protecting Lake Pend Oreille and keeping families and businesses along the rail line safe.</p> <p>This was made clear in a 2008 University of Idaho survey of 267 nearshore property owners on Lake Pend Oreille. According to this survey, property owners place "quite" to "extreme" importance on water quality issues, and homeowners "strongly believe" that the lake needs protecting.*</p> <p>Please evaluate BNSF's proposal to add a second rail bridge across Lake Pend Oreille with the same seriousness and concern we have for this issue. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Draft a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> <li>3. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</li> </ol> <p>*Coombs, D.M. and N. Sanyal. 2008. "Understanding Shoreline Property Owner's Views on the Water Quality of Lake Pend Oreille." A Report for the Tri-State Water Quality Council. Moscow, ID: University of Idaho.</p>

20-Mar-18	<p>Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States.</p> <p>As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest.</p> <p>BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations.</p> <p>Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe.</p> <p>Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Draft a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li><li>4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</li></ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>[NOTE: This individual sent in two comments on 03/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
28-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

21-Mar-18	<p>Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States.</p> <p>As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest.</p> <p>BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations.</p> <p>Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe.</p> <p>Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Draft a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li><li>4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</li></ol>
25-Mar-18	<p>[NOTE: This individual sent in a comment on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>[NOTE: This individual sent in two comments on 03/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



09-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>Joseph Naidnur has 2 duplicate email letters sent on 3/25/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
17-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

25-Mar-18	<p>Patricia Nazzaro submitted comment on 4/27 that is also represented in this table but only mentions Environmental Impact whereas this comment mentions Environmental Impact and Extending Public Comment Period so is added here. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect, and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
06-May-18	<p>Dorothy Neff has a duplicate email letter sent on 5/6/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following: 1. Require a full environmental impact statement. 2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</p>

26-Apr-18	<p>Angela Negri has a duplicate email letter sent on 4/26/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
16-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

06-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



05-Apr-18	<p>[NOTE: This individual sent in another comment on 04/05/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct more bridges in Bonner County, Idaho. One of the bridges will cross Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances and create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend public comment by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

15-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

Comments received by USACE/IDL in response to PN for Application  
NWW-2007-01303 (2/26/2018)

USCG0033613/27

17-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
22-Mar-18	<p>As a citizen of Sandpoint and mother of two, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States.</p> <p>I would like BNSF to make every effort to decrease pollution into the lake from train traffic.</p> <p>As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest.</p> <p>BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations.</p> <p>Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe.</p> <p>Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Draft a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li><li>4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
15-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



26-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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<p>27-Apr-18</p>	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
<p>26-Mar-18</p>	<p>There are 2 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

02-Apr-18	<p>[NOTE: This individual sent in two comments on 04/02/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
	<p>I am writing regarding BNSF's proposal to build three new rail bridges in the Sand Creek/Lake Pend Oreille watershed. This includes, among other key project activities, a new bridge across Lake Pend Oreille adjacent to the existing rail bridge, a new bridge over Sand Creek Adjacent to the existing rail bridge, and a new bridge over Bridge Street adjacent to the existing rail bridge.</p> <p>I am respectfully requesting that the Coast Guard perform a Full Environmental Impact Statement (EIS) rather than a less rigorous Environmental Assessment (EA).</p> <p>This proposed railway expansion project would have significant impacts to the Community of Bonner County and to the town of Sandpoint, Idaho - a place of natural beauty which many enjoy and love!</p> <p>Here are my reasons why:</p> <ul style="list-style-type: none"> <li>* Increased transport of hazardous materials through our watershed would mean the possibility of derailment into our waterways and thus threaten our water quality.</li> <li>* Filling wetland areas of the lake for bridge construction can damage sensitive wildlife habitat.</li> <li>* Increased train traffic flow would cause more traffic congestion, not less, as proposed by BNSF.</li> <li>* Increased train traffic could result in more whistle-related noise pollution at rail crossings.</li> <li>* Increased train traffic would impact local businesses, property values and our tourism industry which we rely on.</li> </ul>
27-Apr-18	<p>I support Idaho's requirement for an environmental review of BNSF's proposal to add a second rail bridge over Lake Pend Oreille in Sandpoint, Idaho. I support the Pacific Northwest commitment to renewable resources.</p>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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26-Mar-18	<p>duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
15-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
28-Apr-18	<p>Terry Nightingale has a duplicate email letter sent on 4/28/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
28-Apr-18	<p>Michele Nihipali has a duplicate email letter sent on 4/28/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

28-Apr-18	<p>Rebecca Nimmons has a duplicate email letter sent on 4/28/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

12-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

17-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
15-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

25-Jun-18	<p>The U.S. Army Corps of Engineers stating "blah, blah, blah" following the section on Public Involvement in its Draft Environmental Assessment for the Carey Creek Shoreline Stabilization Project is troubling to me as an Idahoan and as a US citizen with an interest in our representative agencies taking our concerns seriously. Our community, economy and the surrounding environment depend on protecting Lake Pend Oreille and keeping families and businesses along the rail line safe.</p> <p>This was made clear in a 2008 University of Idaho survey of 267 nearshore property owners on Lake Pend Oreille. According to this survey, property owners place "quite" to "extreme" importance on water quality issues, and homeowners "strongly believe" that the lake needs protecting.*</p> <p>Please evaluate BNSF's proposal to add a second rail bridge across Lake Pend Oreille with the same seriousness and concern we have for this issue. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Draft a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> <li>3. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</li> </ol> <p>*Coombs, D.M. and N. Sanyal. 2008. "Understanding Shoreline Property Owner's Views on the Water Quality of Lake Pend Oreille." A Report for the Tri-State Water Quality Council. Moscow, ID: University of Idaho.</p>
07-Mar-18	<p>Hello, I am writing to you in regard to the application under review in regard to the new parallel bridge over Lake Pend Oreille in Sandpoint, ID.</p> <p>I am a Coast Guard licensed Captain during the summer months for Lake Pend Oreille Cruises. Our vessel, the "Shawnode", was designed to go under all of the existing bridges, at full pool, on Lake Pend Oreille and the Pend Oreille River. We operate cruises on the lake and all the way down to the Albeni Falls dam.</p> <p>With the existing rail bridge, we can only pass under the bridge, at the three spans on either side of the original turntable location. The other locations along the bridge are too low for safe passage.</p> <p>What I would like to confirm, is that the the new bridge will be at a height that will allow us continued passage. Does the design meet or exceed the current height, at least in the area of the 3 spans on each side of the existing turntable location?</p>
01-Mar-18	<p>Hello, I am writing to you in regard to the application under review in regard to the new parallel bridge over Lake Pend Oreille in Sandpoint, ID.</p> <p>I am a Coast Guard licensed Captain during the summer months for Lake Pend Oreille Cruises. Our vessel, the "Shawnode", was designed to go under all of the existing bridges, at full pool, on Lake Pend Oreille and the Pend Oreille River. We operate cruises on the lake and all the way down to the Albeni Falls dam.</p> <p>With the existing rail bridge, we can only pass under the bridge, at the three spans on either side of the original turntable location. The other locations along the bridge are too low for safe passage.</p> <p>What I would like to confirm, is that the the new bridge will be at a height that will allow us continued passage. Does the design meet or exceed the current height, at least in the area of the 3 spans on each side of the existing turntable location?</p>

27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
20-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Apr-18	<p>I am extremely concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>[NOTE: This individual sent in another comment on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18

[NOTE: This individual sent in two comments on 03/26/2018 to the Coast Guard and Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.

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Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:

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2. Require a full environmental impact statement.
3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.



01-May-18

On behalf of the Idaho Conservation League, please accept my comments regarding BNSF's Sandpoint Junction Connector project proposal in Bonner County, Idaho. (PDF Attachment follows) Since 1973, the Idaho Conservation League has been Idaho's leading voice for clean water, clean air and wilderness—values that are the foundation for Idaho's extraordinary quality of life. The Idaho Conservation League works to protect these values through public education, outreach, advocacy and policy development. As Idaho's largest state-based conservation organization, we represent over 25,000 supporters, many of whom have a deep personal interest in protecting Idaho's human health and environment. ¶ Attached, please find my comments on behalf of the Idaho Conservation League regarding BNSF's Sandpoint Junction Connector project in Bonner County, Idaho. ¶ Please do not hesitate to contact me at (208) 265-9565 or mnykiel@idahoconservation.org if you have any questions regarding our comments or if we can provide you with any additional information on this matter. [PORTION OF THE COMMENTS FOLLOW. PLEASE SEE THE ORIGINAL COMMENT FOR FULL TEXT.] ¶ Introduction ¶ In our first set of comments submitted on March 7, 2018, we outlined the background of Burlington Northern Santa Fe's (BNSF) Sandpoint Junction Connector project proposal (SJC), the relevant permitting agencies' legal authority, and the scope of potential impacts that could result if this project is approved. We incorporate our March 7, 2018 comments here by reference, to avoid redundancy. The following comments primarily address the U.S. Army Corps of Engineers' (ACOE) regulatory authority and requirements to review, regarding BNSF's SJC project. However, many of our comments apply broadly to the review and analysis required of other federal permitting agencies in this case.

It is our understanding that that U.S. Coast Guard (USCG) intends to open its own public comment period at a later date to inform its National Environmental Policy Act (NEPA) review of the SJC project. We intend to submit additional comments, which will address the USCG's role more specifically, at that time. ¶ Requests ¶ The following comments address several different issues surrounding the permitting processes involved with BNSF's SJC project. We summarize here the specific requests and actions we encourage the ACOE and other permitting agencies to take into consideration:

1. Pursuant to 33 CFR 325.2(d)(4), we request the district engineer advise the other permitting agencies of its position on the Department of Army (DA) permit but defer its final decision, until the USCG has reached a decision on the bridge permit;
2. When reviewing the SJC, we request the ACOE and USCG use a broad scope of analysis that includes an analysis of impacts to all rail line communities along the BNSF rail corridor;
3. We request the ACOE explain the basis of its regulatory action pursuant to Section 404 of the Clean Water Act and the 404(b)(1) Guidelines;
4. We request a detailed analysis of the potential direct, indirect, and cumulative impacts on rail line communities along the BNSF rail corridor that may be impacted by the SJC project;
5. We request that the ACOE and USCG require a single Environmental Impact Statement (EIS);
6. If the ACOE or

25-Mar-18	<p>[NOTE: This individual sent in another comment on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
28-Mar-18	<p>[NOTE: This individual sent in two comments on 03/28/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

06-Mar-18

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.

And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.

Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.

28-Mar-18

[NOTE: This individual sent in two comments on 03/28/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.

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Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:

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16-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

15-Mar-18

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<p>25-Mar-18</p>	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer]. For many years, I lived in Bayview, on the lakes southern end - the idea of Lake Pend Oreille being fouled is unbearable. Don't risk it. It's not worth the risk. Protect the sacred. Protect the water.</p> <p>No more fossil fuels.</p> <p>Clean energy now.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
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26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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25-Mar-18	<p>Submitted x times.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement....</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>[NOTE: This individual sent in a comment on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
20-Mar-18	<p>Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States.</p> <p>As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest.</p> <p>BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations.</p> <p>Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe.</p> <p>Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Draft a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li><li>4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>[NOTE: This individual sent in two comments on 03/26/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Mar-18	<p>[NOTE: This individual sent in two comments on 03/27/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges crosses the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the USA. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest. ¶ BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement. ¶ I strongly urge you to evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following: 1. Extend the public comment period by 120 days from the date of the public notice. 2. Require a full environmental impact statement. 3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</p>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol> <p>The People, Water and Mother Earth MUST come before profits!safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer and the Coast Guard]. Like many folks in the region I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. I understand that one of the bridges will cross the entirety of beautiful Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would surely facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>I'm especially concerned about the threats from potential derailments which keep plaguing our national rail system.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that I'm told would impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. The potential impacts are significant, and can only be reviewed in a thorough and comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I join with others in requesting that you do the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
26-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

26-Mar-18	<p>[NOTE: This individual sent in two comments t on 03/26/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
12-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>



26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
07-Mar-18	<p>[Ben Olson has a duplicate email letter dated 2/27/2018] I am writing to express my opposition to a proposal by Burlington Northern Sante Fe to build a second rail bridge over Lake Pend Oreille.</p> <p>Here are my reasons for not wanting this second rail bridge:</p> <ol style="list-style-type: none"> <li>1. There have been so many derailments around the nation lately, be they through infrastructure issues, personnel problems or human error. Just in the Northwest, we had three derailments last year - one with a train carrying coal which spilled into the Clark Fork River. The BNSF site managers explained that coal wasn't a hazardous substance, therefore the derailment and spill wasn't a big deal. While the coal sat there for several weeks awaiting cleanup, it spontaneously combusted several times. If this would have been during the high fire risk season, it would have undoubtedly started a wildfire, not to mention the pollution to our river and lake from the spillage. It's not a question of if it will happen, it's a question of when. I'm not ready to sacrifice our lake's health and our economic dependence on tourism just so BNSF can squeeze a few more trains through per day.</li> <li>2. The second rail bridge would mean more trains coming through Sandpoint. I am not anti-rail - I believe rail traffic is necessary, but we do not need to increase the amount of trains coming through our region. We already average 50-60 trains per day - which amounts to 2 trains per hour.</li> <li>3. A derailment and spillage of oil or any other hazardous chemical into our lake with two trains passing over the lake would cause a catastrophic failure to our lake, which Sandpoint and the surrounding areas depend on for tourism dollars, for recreation and for fishing. A hazardous spill would ruin our town for at least a decade, if not more.</li> <li>4. Gov. Inslee in Washington recently denied the permit for the Longview coal/oil terminal, which BNSF said was the initial reason for their second rail bridge. If there won't be an additional number of these oil/coal cars coming through Sandpoint, the reason for the second rail bridge is now moot.</li> <li>5. BNSF also claims that waiting times at the crossings near the bridge will be reduced because trains will no longer have to sit idle while another train passes over the bridge. Wait times are not that bad now, and they certainly don't warrant building another bridge.</li> </ol> <p>I urge you to not award this second rail bridge permit. I was born and raised in Sandpoint and love this area so much - to jeopardize our lake's health and our town's economy is not worth it.</p> <p>NO to the second rail bridge.</p>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect, and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>[NOTE: This individual sent in a comment on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
31-Mar-18	<p>There are 3 identical comments.</p> <p>Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States.</p> <p>As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest.</p> <p>BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations.</p> <p>Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe.</p> <p>Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Draft a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> <li>4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</li> </ol>

31-Mar-18	<p>Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. ¶ As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest. ¶ BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations. ¶ Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe. ¶ Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following: 1. Extend the public comment period by 120 days from the date of the public notice. 2. Draft a full environmental impact statement. 3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal. 4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</p>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>[NOTE: This individual sent in another comment on 03/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>[NOTE: This individual sent in a comment on 03/25/2018 to the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>Kata Orndorff has a duplicate email letter sent on 4/26/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>[NOTE: This individual sent in two comments on 03/26/2018 to Steven Fischer]. No more filthy oil trains, please!</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>[Note: Ostrow has two other comments dated 3/25/18] I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>These devastating impacts merit a full review.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

05-Mar-18	<p>I am writing today to express my strong support for the timely and positive consideration of BNSF Railway's proposed Sandpoint Junction Connector project in northern Idaho. Final approval cannot come too soon for this crucial effort to reduce rail congestion, enhance safety and improve service for shippers in Idaho and throughout the northern tier of states.</p> <p>In light of comments submitted by others in response to the project application, I felt it was important to supplement my March 5, 2018, letter in support of the project (copy attached). Frankly, a lengthy and expensive environmental impact statement process, rather than conducting a more appropriate and timely environmental analysis, would mean unnecessary delays in addressing a critical chokepoint and providing much-needed capacity to a nationally significant freight corridor.</p> <p>BNSF has invested \$2 billion since 2013 to expand capacity on the northern transcontinental route, including construction of more than 150 miles of double track on the corridor. This investment has been driven in part by record demand to move agricultural products by rail. BNSF transported 1.4 million carloads in Idaho last year. Agricultural commodities, consumer products, mixed merchandise and Amtrak trains make up 74 percent of the traffic over Lake Pend Oreille.</p> <p>I am concerned that incorrect information about this project and the rail traffic it supports could cause a delay to the project. The added capacity brought by the Sandpoint project will allow BNSF to provide more reliable service for existing customers and future growth.</p>
05-Mar-18	<p>(NOTE: Gov. Otter has another comment letter dated 4/9/2018 in this matrix.) Please accept this letter expressing my support for the proposed Sandpoint Junction Connector. ¶ Idaho is a merchant state. We produce far more food and fiber than our people can consume. That means we must export much of what we produce to other states and internationally, and in turn we must import many of the tools of production as well as commodities and products not grown or made in Idaho. ¶ Meeting the needs of Idahoans doing business with distant markets throughout America and the world requires safe and efficient rail service. The Sandpoint Junction Connector is part of BNSF Railway's continuing investment in its Idaho infrastructure. The project was announced publicly in 2014. Rail traffic has continued to increase since then, and now it's time to get started upgrading this important rail corridor. ¶ There has been a railroad bridge across Lake Pend Orielle since the early 1900s. And although it has been refurbished three times in the past decade, the bridge no longer provides enough capacity to move freight efficiently. The many Class I and AMTRAK rail lines running across American's northern tier come to a single track across the lake. It has become a chokepoint in need of a solution. Adding a second bridge paralleling BNSF's existing bridge would reduce rail congestion in northern Idaho, resulting in improved timing and throughput of its freight cars. ¶ I also have every confidence that the Army Corps of Engineers and U.S. Coast Guard, together with Idaho's department of Environmental Quality and Lands, will see to it that the law is obeyed. ¶ During the past few years, BNSF Railway has invested more than \$120 million in infrastructure improvements in our state, including several double-tracking projects in northern Idaho. This project will exceed \$100 million. Idaho's shippers and our state's economy will benefit, as will local residents for whom congested rail crossings are a nagging problem. ¶ In short, the project has my wholehearted support. Thank you for your time and positive consideration of BNSF Railway's application to proceed with the Sandpoint Junction Connector.</p>

09-Apr-18

(NOTE: Gov. Otter has another letter dated 3/5/2018 in this matrix.) I am writing today to express my strong support for the timely and positive consideration of BNSF Railway's proposed Sandpoint Junction Connector project in northern Idaho. Final approval cannot come too soon for this crucial effort to reduce rail congestion, enhance safety and improve service for shippers in Idaho and throughout the northern tier of states. ¶ In light comments submitted by others in response to the project application, I felt it was important to supplement my March 5, 2018, letter in support of the project (copy attached). Frankly, a lengthy and expensive environmental impact statement process, rather than conducting a more appropriate and timely environmental analysis, would mean unnecessary delays in addressing a critical chokepoint and provide much-needed capacity to a nationally significant freight corridor. ¶ BNSF has invested \$2 billion since 2013 to expand capacity on the northern transcontinental route, including construction of more than 150 miles of double track on the corridor. This investment has been driven in part by record demand to move agricultural products by rail. BNSF transported 1.4 million carloads in Idaho last year. Agricultural commodities, consumer products, mixed merchandise and Amtrak trains make up 74 percent of the traffic over Lake Pend Oreille. ¶ I am concerned that incorrect information about this project and the rail traffic it supports could cause a delay to the project. The added capacity brought by the Sandpoint project will allow BNSF to provide more reliable service for existing customers and future growth. Freight volumes will be determined by the needs of customers. Through this project, BNSF is ensuring it is prepared to handle those demands today and in the future. ¶ This project is in the interest of all communities and shippers that depend on a robust rail transportation corridor. I am confident your agencies will conduct a thorough review and analysis of the proposal without undue delay.

25-Mar-18

[NOTE: This individual sent in a comment on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.

BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.

Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:

1. Extend the public comment period by 120 days from the date of the public notice.
2. Require a full environmental impact statement.
3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.

25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
16-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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28-Apr-18	<p>Jo Pa has a duplicate email letter sent on 4/28/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

29-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol> <p>FOSSIL FUELS = DEATH, AND ALL WHO CONTINUE TO PUSH THEM ARE MURDERERS!!</p>

25-Mar-18	<p>[NOTE: This individual sent in a comment on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-17	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
19-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

29-Apr-18	<p>Gina Pantier has a duplicate email letter sent on 4/29/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
26-Mar-18	<p>There are 6 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

28-Mar-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
26-Jun-18	<p>The U.S. Army Corps of Engineers stating "blah, blah, blah" following the section on Public Involvement in its Draft Environmental Assessment for the Carey Creek Shoreline Stabilization Project is troubling to me as a person who has lived in this area for 35 years. All projects need the full regard, respect and consideration when Federal agencies are involved in the review process.</p> <p>The recent crude oil rail derailment disaster in Iowa, dumping "an estimated 230,000 gallons of crude oil into floodwaters, with some making its way to nearby rivers," certainly indicates the very high risk a rail accident would have if this bridge over Lake Pend Oreille were to be built. Right here in Bonner and Boundary Counties in North Idaho rail there have been, at least four significant derailments since spring of 2017.</p> <p>Given the high risk of negative water quality issues with railroad accidents along this body of water, It is concerning to me to propose increasing the traffic over the lake, without a full and complete study of the impacts. This body of water and surrounding area aquifer provides drinking water for over half a million people. I'm concerned that BNSF is not prepared to safely manage additional rail infrastructure in North Idaho.</p> <p>Please evaluate BNSF's proposal to add a second rail bridge across Lake Pend Oreille with the same seriousness and concern we have for this issue.</p> <p>I request the following: PLease,</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> <li>3. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released. Please hold a public hearing in Coeur d Alene as well as in Sandpoint as this will affect the entire North Idaho community.</li> </ol> <p>AS citizens in this area we deserve this process, as we are the ones that will be negatively impacted by this project. I request you do everything to study this thoroughly and be transparent and inclusive. Thank you.</p>

26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>[NOTE: This individual sent in another comment on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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27-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Jun-18	<p>The U.S. Army Corps of Engineers stating "blah, blah, blah" following the section on Public Involvement in its Draft Environmental Assessment for the Carey Creek Shoreline Stabilization Project is troubling to me as a local who lives in this area and has concerns about projects being reviewed by federal agencies.</p> <p>Railroad accidents are common in North Idaho. In the spring of 2017, at least four significant derailments occurred in Bonner and Boundary counties near waterways.* You know it's only a matter of time before a rail oil spill will happen no matter how careful BNSF is about rail safety. Unforeseen things happen! It's not worth the risk to add another rail bridge over Lake Pend Oreille. With more rail traffic many pristine rivers and creeks will be in further jeopardy, like the Kooteni River and Deep Creek in Boundary County.</p> <p>You must look at the effects of a oil spill in Bonner and Boundary County. Many people would lose jobs, the fisheries would be destroyed, lose [loss] of drinking water sources just to name a few major potential problems. Given the proclivity for railroad accidents along water that our community depends on, I'm concerned that BNSF is not prepared to safely manage additional rail infrastructure in North Idaho.</p> <p>Please evaluate BNSF's proposal to add a second rail bridge across Lake Pend Oreille with the same seriousness and concern we have for this issue. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Draft a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> <li>3. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</li> </ol> <p>*2017 Lake Pend Oreille and Pend Oreille River Geographic Response Plan at page 30.</p>
30-Apr-18	<p>Carol Patton has a duplicate email letter sent on 4/30/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
28-Apr-18	<p>Jean Pauley has a duplicate email letter sent on 4/28/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Since export terminals along the Pacific coast are being rejected due to numerous environmental concerns, the need for the more rail delivery is UNNEEDED!</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>Martha Paulson has a duplicate email letter sent on 4/26/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

22-Mar-18

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.

And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.

Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.

28-Mar-18

Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.

BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.

Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:

1. Extend the public comment period by 120 days from the date of the public notice.
2. Require a full environmental impact statement.
3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.

01-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. ¶ As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest. ¶ BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations. ¶ Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe. ¶ Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following: 1. Extend the public comment period by 120 days from the date of the public notice. 2. Draft a full environmental impact statement. 3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal. 4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released. The hearings should focus on all community concerns, and not just single out preferences that align with the motives to build the bridges.</p>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

13-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
26-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
12-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
13-Mar-18	<p>Attached is a letter signed by Mayor Shelby Rognstad regarding the proposed rail bridge over Lake Pend Oreille. [See PDF of Mayor Rognstad letter/entry in this matrix]</p>

26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>[NOTE: This individual sent in a comment on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>Tyler Pellerin has a duplicate email letter sent on 4/26/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
06-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

15-Mar-18

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.

And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.

Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.

30-Mar-18

Amanda Percy has 3 duplicate email letters sent on 3/30/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.

BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.

Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:

1. Extend the public comment period by 120 days from the date of the public notice.
2. Require a full environmental impact statement.
3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.

26-Mar-18	<p>[NOTE: This individual sent in two comments 03/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
30-Mar-18	<p>Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. ¶ As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest. ¶ BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations. ¶ Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe. ¶ Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following: 1. Extend the public comment period by 120 days from the date of the public notice. 2. Draft a full environmental impact statement. 3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal. 4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</p>

28-Apr-18	<p>Janet Perez has a duplicate email letter sent on 4/28/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

01-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>[NOTE: This individual sent in two comments on 03/26/2018 to Steven Fischer and the Coast Guard]. As a Washingtonian who loves Lake Pend Oreille, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



26-Mar-18	<p>[NOTE: This individual sent in two comments on 03/26/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>[Note: Peters left two other comments dated 3/25/18] I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

29-Apr-18	<p>Matt Peters has a duplicate email letter sent on 4/29/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
16-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.comprehensive Environmental Impact Statement.</li></ol> <p>Please evaluate BNSF's proposal ( APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal ( APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>[Note: Peterson left another comment dated 3-25-18] I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
29-Apr-18	<p>Chris Peterson has a duplicate email letter sent on 4/29/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



15-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

27-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Apr-18	<p>Nezka Pfeifer has a duplicate email letter sent on 4/7/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

12-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
26-Apr-17	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>Submitted 2 times.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement....</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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30-Apr-18	<p>Carole Plourde has a duplicate email letter sent on 4/30/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following: 1. Require a full environmental impact statement. 2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</p>
20-Mar-18	<p>Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States.</p> <p>As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest.</p> <p>BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations.</p> <p>Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe.</p> <p>Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Draft a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li><li>4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</li></ol>

25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer and the Coast Guard]. I am extremely concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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Comments received by USACE/IDL in response to PN for Application  
NWW-2007-01303 (2/26/2018)

USCG0034913/27

06-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
26-Mar-18	<p>[NOTE: This individual sent in two comments on 03/26/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

19-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

27-Apr-18	<p>Debbi Pratt has a duplicate email letter sent on 4/27/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

28-Mar-18	<p>[NOTE: This individual sent in a comment on 03/28/2018 to the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
13-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
26-Apr-18	<p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
26-Apr-18	<p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
29-Apr-18	<p>Salvatore Privitera has a duplicate email letter sent on 4/29/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

20-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
26-Apr-18	<p>Ronald Puleo has a duplicate email letter sent on 4/26/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

27-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>[NOTE: This individual sent in two comments on 03/26/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

28-Apr-18	<p>Louise Quigley has a duplicate email letter sent on 4/28/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
22-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

27-Mar-18	<p>There are 2 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
26-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

04-Apr-18	<p>[NOTE: This individual sent in two comments on 04/04/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>[Note: Quirk left two other comments dated 3/25/18] I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

01-May-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
01-May-18	<p>Jill Radel has a duplicate email letter sent on 5/1/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following: 1. Require a full environmental impact statement. 2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</p>

15-Mar-18

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.

And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.

Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.

25-Mar-18

Submitted 3 times.

I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.

BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.

Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:

1. Extend the public comment period by 120 days from the date of the public notice.
2. Require a full environmental impact statement.
3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.

26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>Submitted 3 times.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement....</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
28-Apr-18	<p>Wadane Ragland has a duplicate email letter sent on 4/28/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>Submitted 3x</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect, and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
09-Apr-18	<p>Received 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

26-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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30-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following: 1. Require a full environmental impact statement. 2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</p>

25-Mar-18	<p>[NOTE: This individual sent in a comment on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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<p>30-Apr-18</p>	<p>Please find attached comments from the Montana Grain Growers Association regarding the Application for Permit No.: NWW-2007-01303. PDF attachment (dated 4/23/2018) -- Please include this letter from the Montana Grain Growers Association in your record of public comments regarding BNSF Railway's proposal for bridge expansion over Lake Pend Oreille. We are strongly supportive of this project, and request that the permitting process be streamlined wherever possible. ¶ In fact, this bridge project is important to agriculture in a large portion of the United States, from North Dakota to Kansas and from Washington to Minnesota, and beyond. Due to the nature of global commodity markets, shipping costs and restraints have a profound effect on our farmers' receipts for their produce. ¶ Montana is a state with vast resources and few consumers. We rely on long-distance transport of our goods for delivery to our customers. Eighty percent of our wheat crop is exported, and most of that traverses Lake Pend Oreille. We cannot overstate our interest in eliminating the bottleneck created by a single lane bridge. ¶ BNSF Railway has been making great strides towards increasing the efficiency of its northern route, known in Montana as the HiLine. They have invested millions in upgrades over the past 5 years, and we are impressed with their commitment to efficient service. Their willingness to invest in Idaho track should be applauded. ¶ Imagine the frustration and efficiency if everyone who takes a passing interest in this project were to encounter a single lane bridge on their drive to work each day. We think the public would ask, "How soon can we fix this?" rather than "Should we fix this?" ¶ The Sandpoint Junction Connector project makes sense to Montana Grain Growers, and we ask that you, your Corps, and all the other entities with an interest in this, work together to get the permitting process expeditious.</p>
<p>29-Mar-18</p>	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>



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15-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

12-Mar-18

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.

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25-Mar-18

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27-Mar-18	<p>[NOTE: This individual sent in two comments on 03/27/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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21-Mar-18	<p>Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States.</p> <p>As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest.</p> <p>BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations.</p> <p>Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe.</p> <p>Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Draft a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li><li>4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



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06-Apr-18	<p>Received 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

27-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
16-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

20-Mar-18	<p>Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States.</p> <p>As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest.</p> <p>BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations.</p> <p>Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe.</p> <p>Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Draft a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li><li>4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</li></ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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15-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
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The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.

And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.

Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.

27-Mar-18

[NOTE: This individual sent in another comment on 03/27/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.

BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.

Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:

1. Extend the public comment period by 120 days from the date of the public notice.
2. Require a full environmental impact statement.
3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.

26-Mar-18	<p>duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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18-Mar-18

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.

And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.

Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.

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I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.

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15-Mar-18

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In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.

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25-Mar-18

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Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:

1. Extend the public comment period by 120 days from the date of the public notice.
2. Require a full environmental impact statement.
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Please do NOT allow the fossil fuel industry to destroy more and more and more and more of this country's waterways just so that the over-privileged, extremely wealthy oil barons can continue to enrich themselves at the expense of our environment, our planet and our lives. This has got to stop.

26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
20-Mar-18	<p>Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States.</p> <p>As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest.</p> <p>BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations.</p> <p>Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe.</p> <p>Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Draft a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> <li>4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</li> </ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>[NOTE: This individual sent in a comment on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
21-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

20-Mar-18	<p>Dear U.S. Coast Guard and Army Corps of Engineers,</p> <p>Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States.</p> <p>As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest.</p> <p>BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations.</p> <p>Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe.</p> <p>Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Draft a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li><li>4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



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30-Apr-18	<p>Anna Rincon has a duplicate email letter sent on 4/30/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

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26-Apr-18	<p>As you may be aware, the Sandpoint Junction Connector Project is part of the BNSF Great Northern Corridor, which is nationally significant and allows the transportation of vital freight and passengers from the Great Lakes to the Pacific Northwest. Many farmers, miners, ranchers, manufacturers, energy producers, lumber businesses, and Amtrak trains rely on the successful operation of this corridor. As such, I believe timely consideration of this project will benefit all communities connected to BNSF rail operations. ¶ In addition to national benefits, the Sandpoint Junction Connector Project will benefit northern Idaho through a reduction in congestion and safer operation of train junctions. When completed, trains will run in both directions across the bridge, reducing the need for trains to stop as they wait for clearance to cross. Because of this, Idaho drivers could see shorter wait times on nearby roads as this expansion will enable a more fluid flow of rail and road traffic. ¶ BNSF has committed to the safety of the Sandpoint region, completing detailed plans on shipping commodities through the environmentally sensitive regions of northern Idaho. Timely approval for this project would benefit northern Idaho and all the businesses and communities who benefit from the BNSF Great Northern Corridor. ¶ It is crucial that freight on the BNSF rail system is able to move efficiently and safely, which is why I urge the U.S. Coast Guard and the U.S. Army Corps of Engineers to give the Sandpoint Junction Connector Project timely consideration.</p>
26-Apr-18	<p>As you may be aware, the Sandpoint Junction Connector Project is part of the BNSF Great Northern Corridor, which is nationally significant and allows the transportation of vital freight and passengers from the Great Lakes to the Pacific Northwest. Many farmers, miners, ranchers, manufacturers, energy producers, lumber businesses, and Amtrak trains rely on the successful operation of this corridor. As such, I believe timely consideration of this project will benefit all communities connected to BNSF rail operations.</p> <p>In addition to national benefits, the Sandpoint Junction Connector Project will benefit northern Idaho through a reduction in congestion and safer operation of train junctions. When completed, trains will run in both directions across the bridge, reducing the need for trains to stop as they wait for clearance to cross. Because of this, Idaho drivers could see shorter wait times on nearby roads as this expansion will enable a more fluid flow of rail and road traffic.</p> <p>BNSF has committed to the safety of the Sandpoint region, completing detailed plans on shipping commodities through the environmentally sensitive regions of northern Idaho. Timely approval for this project would benefit northern Idaho and all the businesses and communities who benefit from the BNSF Great Northern Corridor. It is crucial that freight on the BNSF rail system is able to move efficiently and safely, which is why I urge the U.S. Coast Guard and the U.S. Army Corps of Engineers to give the Sandpoint Junction Connector Project timely consideration.</p> <p>Sincerely, U.S. Senator James E. Risch</p>

27-Mar-18	<p>There are 2 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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31-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



31-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>[NOTE: This individual sent in a comment on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
16-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

26-Apr-17	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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16-Mar-18

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.

And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.

Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.

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Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:

1. Require a full environmental impact statement.
2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.

I believe our track record of accident free rail transportation is too poor to permit these kinds of additional risks to our environment, pristine lakes and streams.

25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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22-Mar-18

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

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26-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>Iris Rochkind has a duplicate email letter sent on 4/26/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>[NOTE: This individual sent in two comments on 03/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

29-Mar-18	<p>Mary Roeder has 6 duplicate email letters sent on 3/29/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to the Coast Guard]. I live on the central Oregon coast and I support the prevention of coal and, especially, oil "bomb" trains from being allowed to transport their dangerous cargo to Northwestern ports for shipment overseas. So far, here in the Northwest, we have been successful in preventing many of these proposed fossil fuel shipping terminals from being built.</p> <p>Now, BNSF wants to add a second rail bridge over Lake Pend Oreille in Sandpoint, Idaho. The new rail bridge would facilitate more fossil fuel trains to existing and future terminals along the West Coast, which is a terrible environmental as well as Climate Change threat to the Pacific Northwest and to the offshore ports that are the targeted points of receipt and distribution for these toxic fuels.</p> <p>Please do not allow this to happen!</p>

26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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27-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



Comments received by USACE/IDL in response to PN for Application  
NWW-2007-01303 (2/26/2018)

USCG0035753/27

03-May-18

[NOTE: Rognstad also has a letter dated 3/13/2018] I am writing to share our community's interest in the potential impacts of BNSF Railway's proposal to construct a series of railroad bridges through and nearby Sandpoint, Idaho. One of these bridges would span nearly a mile across Lake Pend Oreille, Idaho's largest lake. ¶ Many communities in North Idaho were born with the railroads and have embraced railroads as an integral part of our regional identity. However, projects like BNSF's Sandpoint Junction Connector are being proposed in anticipation of an estimated near doubling of rail traffic by 2035. Included in this rail traffic, which will travel through the city of Sandpoint and other communities in Bonner County, will be numerous trains carrying hazardous materials, coal, and crude oil. In 2016, three railroads in our county transported significantly more than 300,000 rail cars or tank cars containing various forms of hazardous materials and crude oil. And, as of 2017, approximately 24 unit trains per week carrying crude oil from the Bakken oil fields in the Dakotas and Saskatchewan travel through Sandpoint. This is significant given that in the spring of 2017, at least four significant derailments occurred in Bonner and Boundary Counties near waterways. Our community is interested in how BNSF's Sandpoint Junction Connector proposal and any potential increase in rail traffic, particularly hazardous materials and crude oil, will impact families and businesses in Sandpoint. ¶ The U.S. Coast Guard (USCG) is the lead federal agency evaluating BNSF's Sandpoint Junction Connector proposal, and the USCG has the authority and obligation to implement the legal requirements pursuant to the National Environmental Policy Act (NEPA). In addition to NEPA, the USCG will also be evaluating BNSF's proposal according to its permitting authority pursuant to the General Bridge Act of 1946. The U.S. Army Corps of Engineers (USACE) is evaluating BNSF's proposal as a cooperating agency, and the USACE will evaluate the proposal according to its authority pursuant to Section 404 of the Clean Water Act. ¶ BNSF's Sandpoint Junction Connector proposal is anticipated to cost over \$100 million and construction of the project is estimated to last at least 3 years. Given estimates predicting that rail traffic will nearly double by 2035 and given the equipment, training, evacuation, procedural, and geographic vulnerabilities identified in the 2017 Lake Pend Oreille and Pend Oreille River Geographic Response Plan, our communities deserve an opportunity to understand the potential impacts of this proposal and anticipated increases in rail traffic. Among our concerns are: • Safety concerns raised by the increased traffic congestion at crossings and the delay of emergency vehicles; • Potential increased tax burden on local communities needing to improve crossings and prepare for potential spills, derailments and other emergencies. It is our understanding that railroads only contribute 5% of the cost when an at-grade crossing is replaced by an under or overpass. • Potential issues caused by fugitive coal dust and/or diesel particulates that may contribute to public health impacts, derailments, and pollution of Idaho waters by coal falling from railcars; • Neither the USCG nor the USACE has required BNSF to produce an Environmental Impact Statement pursuant to NEPA for its Sandpoint Junction Connector proposal. We are concerned that the USCG may authorize BNSF's proposal without considering the full scope of significant impacts to our communities. ¶ As Mayor of Sandpoint, I urge: 1. The USCG to require BNSF Railway produce an Environmental Impact Statement analyzing the full scope of direct

30-Mar-18

I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.

BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.

Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:

1. Extend the public comment period by 120 days from the date of the public notice.
2. Require a full environmental impact statement.
3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>There are 2 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

20-Mar-18

Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States.

As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest.

BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations.

Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe.

Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following:

1. Extend the public comment period by 120 days from the date of the public notice.
2. Draft a full environmental impact statement.
3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.
4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.

26-Jun-18

The U.S. Army Corps of Engineers stating "blah, blah, blah" following the section on Public Involvement in its Draft Environmental Assessment for the Carey Creek Shoreline Stabilization Project is troubling to me as a local who lives in this area and has concerns about projects being reviewed by federal agencies.

Railroad accidents are common in North Idaho. In the spring of 2017, at least four significant derailments occurred in Bonner and Boundary counties near waterways.\*

Given the proclivity for railroad accidents along water that our community depends on, I'm concerned that BNSF is not prepared to safely manage additional rail infrastructure in North Idaho.

Please evaluate BNSF's proposal to add a second rail bridge across Lake Pend Oreille with the same seriousness and concern we have for this issue. Accordingly, I request the following:

1. Draft a full environmental impact statement.
2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.
3. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.

\*2017 Lake Pend Oreille and Pend Oreille River Geographic Response Plan at page 30.

13-Mar-18

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.

And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.

Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.

28-Mar-18

[NOTE: This individual sent in two comments on 03/28/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.

BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.

Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:

1. Extend the public comment period by 120 days from the date of the public notice.
2. Require a full environmental impact statement.
3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.

25-Mar-18	<p>I'm writing as I am very concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest. ¶ I know that BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement. ¶ I urge you to please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following: 1. Extend the public comment period by 120 days from the date of the public notice. 2. Require a full environmental impact statement. 3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</p>
26-Apr-18	<p>Stephen Craig Rolston has a duplicate email letter sent on 4/26/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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26-Mar-18	<p>[NOTE: This individual sent in two comments on 03/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
28-Mar-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am very concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Therefore, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a complete environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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28-Apr-18	<p>Rachel Rose has a duplicate email letter sent on 4/28/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
21-Mar-18	<p>I am writing about the proposed new railroad bridge crossing Lake Pend Oreille near Sandpoint , Idaho. I live in neighboring Boundary County. Our county is very much affected by the beautiful resort town of Sandpoint. Not only do we enjoy spending time around Lake Pend Oreille but our communities growth stems partly from a overflow from Bonner County. If an environmental disaster occurred on Lake Pend Oreille then then it would affect all of North Idaho and the Spokane region as well.</p> <p>Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Draft a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li><li>4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</li></ol>

07-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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27-Apr-18

As you make your decisions, please think of your children and your children's children. Do you want your descendants' future to include another bridge for oil trains or do you want to increase the chance that your descendants will have sufficient clean water? Your and my grandparents and great grandparents did not have to consider such questions because during the Industrial Revolution and for a few decades thereafter, it seemed the Earth had an endless and inexhaustible supply of clean water. But it is now alarmingly clear that human beings have polluted, contaminated and/or are using up virtually every fresh water drinking source on Earth. During the next 80 years as climate change caused extreme weather events and rising seas force millions of Americans from their present homes, those Americans will move to places that still have drinkable water. Those remaining water sources will rapidly become inadequate to meet the increased need. The first responsibility of every public official is to protect and defend public health and safety. There is nothing more essential for public health and safety than clean water. So I ask that you please require a full EIS statement and fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal. BNSF's proposal to construct a series of bridges in Bonner County, Idaho is very concerning for numerous reasons. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region and indeed where I live in Whatcom County, Washington State. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.

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25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>Submitted 2 times.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>There are 2 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>Jay Rozner has a duplicate email letter sent on 4/26/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
16-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>



I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.

BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.

Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:

25-Mar-18

1. Extend the public comment period by 120 days from the date of the public notice.

2. Require a full environmental impact statement.

3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.

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2. Require a full environmental impact statement.

3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.

04-May-28	<p>Enclosed are our comments for support of the Sandpoint Junction Connector project. PDF attachment -- On behalf of our boards and all of the growers and industry members of our coalition, I am writing to affirm our support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval. ¶ The USA Dry Pea and Lentil Council and US Pea and Lentil Trade Association represents the entire pulse value chain; from the farm production to domestic use and foreign export. A vast majority of our harvest from ID, WA, ND, SD and MT moves via rail across this corridor. This project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille -- when completed -- would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region. ¶ And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. In reality, rail is the only cost-effective way [to] transport agricultural commodities into the export market. Rail is among the safest and environmentally friendly ways to ship commodities. ¶ Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice our support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

15-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
27-Apr-18	<p>Ivan Russell has a duplicate email letter sent on 4/27/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

28-Apr-18	<p>Paula Rusterholz has a duplicate email letter sent on 4/28/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
28-Mar-18	<p>[NOTE: This individual sent in two comments on 03/28/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

15-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
01-May-18	<p>Dave Ruud has a duplicate email letter sent on 5/1/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following: 1. Require a full environmental impact statement. 2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</p>



26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

06-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
25-Mar-18	<p>Submitted x times.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement....</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

30-Mar-18	<p>There are 2 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

30-Mar-18	<p>[NOTE: This individual sent in another comment on 03/30/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>[Note: S. has another comment dated 3/25/18] I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
29-Mar-18	<p>[NOTE: This individual sent in three comments on 03/29/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
28-Apr-18	<p>Mara Sabinson has a duplicate email letter sent on 4/28/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

31-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



26-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
13-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>There is another commenter, Mary Salerno, at the same address in this matrix. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
19-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>



29-Apr-18	<p>Valerie Sanderson has a duplicate email letter sent on 4/29/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>Deborah Santone has a duplicate email letter sent on 4/26/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li><li>4. Let your conscience guide you! Don't let corporate greed take over this country. This oil is going to the west coast to be shipped to China. Change the rules to the natural resources of the USA in this country and not to be exported for profit.</li></ol>
27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

29-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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26-Apr-18	<p>Susan Schacher has a duplicate email letter sent on 4/26/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am opposed to BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
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25-Mar-18	<p>Submitted 2 times.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect, and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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16-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

12-Apr-18	<p>Living in a community that is affected by rail transport (58 trains at present) on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. ¶ As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest. ¶ BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations. ¶ Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe. In fact, Lake Pend Oreille is a significant tourism draw which contributes to our economy. Keeping it clean and healthy is essential to our community. ¶ Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following: 1. Draft a full environmental impact statement. 2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal. 3. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</p>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>Since there were 5 derailments in 2017 alone-any derailment occurring over a major water source would have catastrophic effects to millions of people who rely on that water source and also any recreation-fishing, boating, swimming, etc would be terminated due to contaminated water.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>



25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>There have been too many derailments and explosions over the past few years involving these dangerous trains. Since this is a major water source and vital ecosystem for bull trout and other fish, birds, reptiles-great caution should be taken!</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>[Note: Scheigan had another comment dated 4/26/18] I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>[NOTE: This individual sent in two comments on 03/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>[NOTE: This individual sent in two comments on 03/26/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

30-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
30-Mar-18	<p>[NOTE: This individual sent in two comments on 03/30/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

15-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
30-Apr-18	<p>Jeanne Schlatter has a duplicate email letter sent on 4/30/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following: 1. Require a full environmental impact statement. 2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</p>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Mar-18	<p>[NOTE: This individual sent in another comment on 03/27/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

30-Mar-18	<p>[NOTE: This individual sent in six comments on 03/30/2018 to the Coast Guard and Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
30-Apr-18	<p>Malgo Schmidt has a duplicate email letter sent on 4/30/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
15-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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12-Mar-18

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.

And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.

Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.

27-Mar-18

I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.

BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.

Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:

1. Extend the public comment period by 120 days from the date of the public notice.
2. Require a full environmental impact statement.
3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.

28-Mar-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
28-Mar-18	<p>[NOTE: This individual sent in two comments on 03/28/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



28-Apr-18

Janice Schuch has a duplicate email letter sent on 4/28/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.

BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.

Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:

1. Require a full environmental impact statement.
2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.
3. Considering in this study that NO more oil tankers can travel in the Salish Sea (Puget Sound), so any shipping terminal will be South of Idaho and this bridge is not needed.

25-Mar-18

I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.

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26-Mar-18	<p>[NOTE: This individual sent in two comments on 03/26/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
26-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> <li>4. WATER has become a world wide crisis concern. Any chance of such a threat to regional drinking water supplies is of GRAVE concern for humanity. They need to be protected - forever is a pretty long time. As it is we are perfecting ways of cleaning up and protecting finite sources. The human body is at least 80% water, it is vital to ALL.</li> </ol>

26-Mar-18	<p>[NOTE: This individual sent in two comments on 03/26/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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27-Apr-18	<p>Maxine Schwartz has a duplicate email letter sent on 4/27/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
28-Apr-18	<p>Harvey Schwartz has a duplicate email letter sent on 4/28/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>PLEASE NO! NO! NO! NOT ANOTHER BRIDGE ACROSS LAKE PEND OREILLE. WE DO N-O-T NEED THIS BRIDGE.....AND THE RISKS FOR CATASTROPHE ARE FAR TOO HIGH. PLEASE DO ALL YOU CAN TO TRULY P-R-O-T-E-C-T OUR BELOVED LAKE! WE THANK YOU FOR YOUR VISION.....AND FOR YOUR POLITICAL COURAGE.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



26-Apr-18	<p>I am writing to you as a supporter of Stand Up to Oil, the National Wildlife Federation, the Natural Resources Defense Council, Earth Justice, the Sierra Club and other environmental/wildlife organizations.</p> <p>I am greatly concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
03-May-18	<p>Kraig and Valerie Schweiss have a duplicate email letter sent on 5/3/18. We are concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect, and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality, and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety, and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following: 1. Require a full environmental impact statement. 2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</p>

25-Mar-18	<p>[NOTE: This individual sent in a comment on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
21-Mar-18	<p>Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States.</p> <p>As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest.</p> <p>BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations.</p> <p>Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe.</p> <p>Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Draft a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li><li>4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>[NOTE: This individual sent in two comments on 03/26/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

28-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
28-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

There are 2 identical comments.

I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.

BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.

Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:

1. Extend the public comment period by 120 days from the date of the public notice.
2. Require a full environmental impact statement.
3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.

25-Mar-18

Submitted 3 times.

I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.

BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement....

Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:

1. Extend the public comment period by 120 days from the date of the public notice.
2. Require a full environmental impact statement.
3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.

15-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
28-Apr-18	<p>Denee Scribner has a duplicate email letter sent on 4/28/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>[NOTE: This individual sent in two comments on 03/26/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

06-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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26-Apr-18	<p>[Note: Sequiche-Kerchee had another comment dated 4/26/18] I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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25-Mar-18	<p>[NOTE: This individual sent in a comment on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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29-Mar-18	<p>Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. ¶ As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest. ¶ BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations. ¶ Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe. ¶ Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following: 1. Extend the public comment period by 120 days from the date of the public notice. 2. Draft a full environmental impact statement. 3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal. 4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</p>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

19-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>[NOTE: This individual sent in another comment on 03/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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27-Apr-18	<p>I am very concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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27-Apr-18	<p>Dave Shelman has a suplicate email letter sent on 4/27/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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15-Mar-18

I affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval. The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.

And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.

Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.

26-Apr-18

[NOTE: This individual sent in another comment on 04/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.

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Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:

1. Require a full environmental impact statement.
2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.

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26-Mar-18

There are 3 identical comments.

I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.

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21-Apr-18	<p>Please accept my comments on the proposed BNSF Sandpoint Connector Proposal. [Pdf attachment follows] ¶</p> <p>Please accept the following comments for the record and my sincere hope and belief that they are reviewed and valued by the decision makers involved in shaping the final decision and outcome of the proponent for this application. I will try to be succinct in my explanation of my thoughts but in some instances a complex problem will require a longer explanation of my thoughts and suggestions, for this I appreciate your indulgence.</p> <p>I believe a more robust analysis of the alternatives available for BNSF Sandpoint Junction Connector is needed, if that results in a decision for a full EIS, then I am in support of that. In the Alternative Analysis prepared by Jacobs Engineering starting at page 67 of the application, the only alternatives actually considered practical were for the east or west side of the existing bridge. Two other alternatives were given lip service in the report but by admission in the report were not seriously considered. It would seem that a number of other alternatives should have been considered, among them: 1. Parallel track construction in other parts of the track system from Bonners Ferry to Rathdrum. Logic would explain that any place single line main track exists will cause system bottle necks and delays due to trains needing to pass going different directions. Is the construction of the parallel tracks in the City of Sandpoint and over Lake Pend Oreille the only place that system efficiency can be gained? I am quite sure that many more miles of parallel tracks could be installed on solid ground compared to building miles of bridges for the same money.</p> <p>2. How about taking a bigger overall view? Currently two main line tracks are operated by two railroads (BNSF &amp; Union Pacific) between Bonners Ferry, Spokane and points west. Is there a way that coordinated operations (I suspect that track sharing treaties have existed for years between the various operators) of these two main lines that would allow each line to be designated as one way traffic (east/west)? Probably some connector switching and other items of improvement would be required but overall the tracks already are in place and system efficiency would be best served with full parallel tracks. Certainly, if this was cleverly put together, the overall positive impacts of the reduction of train operations at grade crossings in the greater Sandpoint area would be very helpful from both an efficiency and annoyance perspective.</p> <p>There well maybe other alternatives that should be evaluated, I only make these suggestions as an untrained lay person.</p> <p>I have several other concerns that for the bridges as proposed regarding the following:</p> <ol style="list-style-type: none"> <li>1. The pile driving for the piling envisions over 500,000 strikes on the pilings. No provisions are included for sound attenuation. The proponent is proposing this for occurring over a three year period and that the community should just accept this level of sound invasion.</li> <li>2. What happens to the pilings that are placed for the temporary work bridge at completion?</li> <li>3. What is the interim construction and long term impacts on the Dog Beach recreation area between the BNSF Bridge and the Highway 95 Long Bridge at the north end of the two bridges?</li> <li>4. There has been no discussion in the proposal about the entire rail corridor from Sagle past the Schweitzer</li> </ol>
26-Apr-17	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
21-Apr-18	<p>Woody has provided an attached letter with many concerns. Please accept my comments on the proposed BNSF Sandpoint Connector Proposal.</p>

28-Apr-18	<p>Juli Shields has a duplicate email letter sent on 4/28/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
28-Apr-18	<p>Maggie Shields has a duplicate email letter sent on 4/28/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

	<p>[NOTE: This individual sent in a comment on 03/25/2018 to Steven Fischer]. I am extremely concerned about and opposed to BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>25-Mar-18 Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> <li>4. Include the impacts both upstream and downstream of the lake.</li> <li>5. Include the impacts of extraction and consumption of the fossil fuels that will be transported via these proposed bridges and the increased shipments.</li> </ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



13-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>Living in a state that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. ¶ As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest. ¶ BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations. ¶ Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe. ¶ Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following: 1. Extend the public comment period by 120 days from the date of the public notice. 2. Draft a full environmental impact statement. 3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal. 4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</p>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Apr-18	<p>Melvin Siegel has a duplicate email letter sent on 4/27/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

29-Apr-18	<p>David Sielaff has a duplicate email letter sent on 4/29/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>[Note: Sigler left another comment also dated 4/26/18] I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol> <p>I've seen too many rusty bridges in the Pacific Northwest to think that this won't be an issue on this lake. Wouldn't a longer, safer route be more prudent?</p>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>We must stop subsidizing fossil fuels. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One Of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>Lisa Simms has a duplicate email letter sent on 3/25/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>Submitted 2 times.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect, and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to Steven Fischer.] I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>[NOTE: This individual sent in a comment on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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15-Mar-18

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.

And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.

Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.

06-Mar-18

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.

And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.

Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.



26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
15-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
05-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

15-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
27-Mar-18	<p>Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. ¶ As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest. ¶ BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations. ¶ Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe. ¶ Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following: 1. Extend the public comment period by 120 days from the date of the public notice. 2. Draft a full environmental impact statement. 3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal. 4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</p>

28-Apr-18	<p>Donna Smith has a duplicate email letter sent on 4/28/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

14-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

09-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

28-Mar-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

19-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
20-Mar-18	
21-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>



26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>There are 2 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>[NOTE: This individual sent in two comments on 03/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>Dea Snith has a duplicate email sent on 4/26/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

20-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
27-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
15-Mar-18	<p>I strongly support the Sandpoint Junction Connector project and hope you will approve construction permits expeditiously. It's a worthwhile project that will not only help the environment by reducing idling trains, but improve mobility both for rail shippers and local motorists who must wait now for trains queued up for the current single-track bridge. It's also worth mentioning every loaded railcar takes 4 or 5 trucks off our roadways, significantly reducing public maintenance costs there - we should thus encourage rail investment wherever possible.</p> <p>Hundreds of northwest industries depend on a fluid, predictable transportation network to get their goods to market. I'm appreciative that private firms like BNSF and UP and others are willing to invest millions of dollars annually to keep the rail network healthy.</p> <p>Thank you for listening.</p>

28-Apr-18	<p>Nora Sotomayor has a duplicate email letter sent on 4/28/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>There are 2 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



21-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

27-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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02-Apr-18	<p>[NOTE: This individual sent in two comments on 04/02/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
16-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

01-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>[NOTE: This individual sent in another comment on 03/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

02-May-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
06-Mar-18	<p>I am concerned that a 2.2 mile bridge over a part of Lake Pend Oreille might be built without due consideration because the 30 day period is far too short to allow serious study.</p>

27-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>Submitted x times.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement....</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

27-Apr-18	<p>Karen Steele has a duplicate email letter sent on 4/27/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>[NOTE: This individual sent in two comments on 03/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



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27-Mar-18	<p>There are 2 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

27-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

30-Apr-18	<p>A.L. Steiner has a duplicate email letter sent on 4/30/18. I'm concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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16-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

16-Mar-18

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25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
28-Mar-18	<p>[NOTE: This individual sent in two comments on 03/28/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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16-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
09-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

27-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

28-Apr-18	<p>John Stickney has a duplicate email letter sent on 4/28/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>Submitted x times.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement....</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am deeply concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

21-Mar-18

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.

And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.

Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.

26-Mar-18

There are 3 identical comments.

I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.

BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.

Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:

1. Extend the public comment period by 120 days from the date of the public notice.
2. Require a full environmental impact statement.
3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.

29-Apr-18	<p>Sue Stoeckel has a duplicate email letter sent on 4/29/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
19-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>[Note: Stoltenberg has another comment dated 4-26-18] I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

28-Mar-18	<p>Walter Stonas has 3 duplicate email letters sent on 3/28/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>Virginia Stone-Meyer has a duplicate email letter sent on 4/26/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
30-Mar-18	<p>[NOTE: This individual sent in three comments on 03/30/2018 to Steven Fischer and the Coast Guard]. I am very dismayed to learn about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would adversely impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed through the process of a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal. Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</li></ol> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
02-Apr-18	<p>[NOTE: This individual sent in another comment on 04/02/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

27-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

12-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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15-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

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26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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25-Mar-18	<p>[NOTE: This individual sent in a comment on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>Submitted x times.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement....</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>Submitted 3 times.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>Roy Sutherland has 2 duplicate email letters sent on 3/25/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

29-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
16-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>



26-Mar-18	<p>[NOTE: This individual sent in two comments on 03/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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28-Mar-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>Submitted 2 times.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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27-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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<p>25-Mar-18</p>	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>Freddie Sykes has a duplicate email letter sent on 4/26/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
30-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
20-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

12-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

20-Mar-18

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.

And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.

Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.

27-Apr-18

I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.

BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.

Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:

1. Require a full environmental impact statement.
2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

27-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>Terry Tedesco-Kerrick has a duplicate email letter sent on 4/26/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>[NOTE: This individual sent in a comment on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
28-Apr-18	<p>Katarina Terning has a duplicate email letter sent on 4/28/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



28-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
12-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

06-Mar-18

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.

And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.

Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.

26-Apr-18

I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.

BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.

Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:

1. Require a full environmental impact statement.
2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.

15-Mar-18

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

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26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-17	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>[NOTE: This individual sent in a comment on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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29-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
30-Apr-18	<p>Linda Thompsen has a duplicate email letter sent on 4/30/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>There are 2 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement. Let us face it. This is a dead industry. No way we should likely sacrifice the lake for this!</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
02-Apr-18	<p>[NOTE: This individual sent in a comment on 04/02/2018 to Steven Fischer and a comment on 04/02/2018 to the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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15-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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28-Apr-18	<p>Debbie Thorn has a duplicate email letter sent on 4/28/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal. Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</li></ol> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
30-Mar-18	<p>[NOTE: This individual sent in three comments on 04/30/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

15-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
21-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>[NOTE: This individual sent in another comment on 03/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>[NOTE: Townsend also sent in a comment to Steven Fischer on 04/26/2018]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



25-Mar-18	<p>Submitted 3 times.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect, and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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12-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>Submitted 2 times.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>[NOTE: This individual sent in a comment on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
15-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

19-Mar-18

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.

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Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.

25-Mar-18

[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.

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1. Extend the public comment period by 120 days from the date of the public notice.
2. Require a full environmental impact statement.
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25-Mar-18	<p>Submitted x times.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement....</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

27-Apr-18	<p>Heather Turbush has a duplicate email letter sent on 4/27/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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16-Mar-18

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.

And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.

Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.

26-Mar-18

There are 3 identical comments.

I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.

BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.

Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:

1. Extend the public comment period by 120 days from the date of the public notice.
2. Require a full environmental impact statement.
3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.

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And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.

Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.

24-Mar-18

At this point, BNSF has not volunteered enough information about the project and its significant adverse impacts/possible mitigation to make a decision on whether any permits should be issued for this proposal. ¶ BNSF has not demonstrated the need to double-track a small section of track that has a minimal train transit time over Lake Pend Orielle. ¶ So, my answer is NO. No permits should be issued at this time. Obtaining public comment for the proposal by BNSF to double-track and construct three bridges over Lake Pend Orielle is important, and has far-reaching impacts. Unfortunately, the general public or others that write comments are not experts. ¶ In reality, this proposal needs to have a full EIS evaluation with specific studies, an extended study area with analysis of the cumulative impacts that would occur with the increased train traffic. Then, any permitting agency that needs to research environmental impacts, can refer to the FEIS. This also will allow multiple agencies to use the same documents to approve or deny their permits. ¶ There are too many factors that are involved with this proposal to rely on a simple environmental assessment. ACE and CG, to issue permits, normally rely on expert evaluations of the entire proposal. No one expects ACE or CG to be experts and provide the facts on the entire varied aspects of this proposal. Nor, would I want these agencies to ignore impacts that could be mitigated, or possibly issue a permit in error. ¶ Without sufficient information provided by BNSF, this is a list of the "questions" that I would have posed in a scoping public comment, to get the railroad started: 1. ALTERNATIVES a. Railroad bridge construction design  
b. Bridge building materials  
c. Type of fill materials  
d. Method of dredging/piling installation  
e. Bridge approaches/landings  
f. Current controlled/uncontrolled/at-grade crossings  
g. Emergency access to avoid congested crossings  
h. Construction windows  
i. Older oil rail cars  
j. Excessive length of trains  
k. Uncovered coal rail cars  
l. Deposits of fugitive coal dust/particles  
m. Application of surfactants on coal train cars  
n. Filling wetlands  
o. To achieve no net loss  
p. Locations to relieve choke points  
q. Potential mitigations  
r. Train nose/horns  
s. Locomotive stationary operations—idling



04-Apr-18	<p>Dena Turner has 3 duplicate email letters dated 4/4/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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27-Apr-18	<p>Katherine Alice Tylczak has a duplicate email letter sent on 4/27/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
06-May-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest. ¶ BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement. ¶ Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following: 1. Require a full environmental impact statement. 2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</p>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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07-Apr-18	<p>Received 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>Submitted 2 times.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect, and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>[NOTE: Van Camp also sent other comments on 04/26/2018 to the Coast Guard] I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

27-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
16-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

20-Mar-18	<p>Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States.</p> <p>As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest.</p> <p>BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations.</p> <p>Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe.</p> <p>Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Draft a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> <li>4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</li> </ol>
12-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

24-Apr-18	[This is a cover email with a pdf from Jerry Jimison, Montana Rail Service Competition Council. Note reads:] Please see the attached comment letter.
25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



26-Apr-18	<p>Paul Vee has a duplicate email letter sent on 4/26/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>There are 2 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
12-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits</p>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
15-Apr-18	<p>(NOTE: Rhea Verbanic has a different comment dated 6/26/2018, different email address, in this matrix.) Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. ¶ As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest. ¶ BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations. ¶ Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe. ¶ Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following: 1. Extend the public comment period by 120 days from the date of the public notice. 2. Draft a full environmental impact statement. 3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal. 4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</p>

26-Jun-18	<p>(NOTE: Rhea Verbanic has a different comment dated 4/15/2018, different email address, in this matrix.) The U.S. Army Corps of Engineers stating "blah, blah, blah" following the section on Public Involvement in its Draft Environmental Assessment for the Carey Creek Shoreline Stabilization Project is troubling to me as a local who lives in this area and has concerns about projects being reviewed by federal agencies.</p> <p>Our community, economy and the surrounding environment depend on protecting Lake Pend Oreille and keeping families and businesses along the rail line safe.</p> <p>This was made clear in a 2008 University of Idaho survey of 267 nearshore property owners on Lake Pend Oreille. According to this survey, property owners place "quite" to "extreme" importance on water quality issues, and homeowners "strongly believe" that the lake needs protecting.*</p> <p>Please evaluate BNSF's proposal to add a second rail bridge across Lake Pend Oreille with the same seriousness and concern we have for this issue. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Draft a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> <li>3. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</li> </ol> <p>*Coombs, D.M. and N. Sanyal. 2008. "Understanding Shoreline Property Owner's Views on the Water Quality of Lake Pend Oreille." A Report for the Tri-State Water Quality Council. Moscow, ID: University of Idaho.</p>
27-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

26-Apr-18	<p>[Note: Verrill has another comment dated 4-26-18] I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect, and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

16-Mar-18

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.

And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.

Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.

07-Mar-18

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.

And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.

Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.



27-Mar-18	<p>[NOTE: This individual sent in two comments on 03/27/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>There are 2 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>Submitted 3 times.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement. This is wrong!</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>[NOTE: This individual sent in another comment on 03/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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16-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



26-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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25-Mar-18	<p>[NOTE: This individual sent into two comments on 03/25/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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<p>26-Apr-18</p>	<p>t concerns me that yet another fossil fuel carrier wants to expand capacity for a product that it spilled anywhere along the line leaves a lasting legacy of pollution. That legacy can be seen in Yellowstone National Park, numerous rivers and in the Dakotas where the newest pipeline has already spilled 200,000+ gallons into a farmer's field as well as along every rail line where each coal car is known to lose 500 pounds of toxic cargo along the route.</p> <p>Such projects may have been sensible in the early and mid 20th century as we were ramping up our nation's productivity, but now when oil-exporting countries are deploying solar because it is cheaper than their own reserves, we should reconsider.</p> <p>BNSF is a competent railway with capable crews to repair rail accidents when they happen, but it is a known fact that they do not have the tools or infrastructure to address an oil or coal spill. The recent accident on the Columbia showed that BNSF can do little but wait until the fire is out, however many gallons of oil may be flowing at the time. A spill of that nature would be catastrophic to Idaho's pristine Lake Pend Oreille and everyone around it as the tourism and related businesses would suffer losses of trade, property values would drop and who can count how many jobs would be lost forever.</p> <p>Can BNSF insure itself and Idaho against the risk of that much loss? Can any company? Is Idaho going to receive enough benefit from these cargoes passing through to compensate for that risk?</p> <p>Finally, is Idaho going to examine the full impact an accident would have across all sectors of the economy?</p> <p>That's what your State's taxpayers are paying for in their Government and they deserve a report with the whole truth about the project, not just what BNSF wants to be considered.</p> <p>I thank you and my Brother In Law (Hayden) thanks you.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p><del>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's</del></p>
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03-Apr-18	<p>[NOTE: This individual sent in another comment on 04/03/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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27-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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26-Mar-18	<p>[NOTE: This individual sent in another comment on 03/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
20-Mar-18	<p>Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States.</p> <p>As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest.</p> <p>BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations.</p> <p>Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe.</p> <p>Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Draft a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li><li>4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</li></ol>

04-Apr-18	<p>[NOTE: This individual sent in three comments on 04/4/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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26-Mar-18	<p>[NOTE: This individual sent in two comments on 03/26/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

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29-Apr-18	<p>Jessica Wardlaw has a duplicate email letter sent on 4/29/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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12-Apr-18

Letter to the Editor...in favor of EIS. [UP ED] BNSF Bridge Proposal Warrants Close Scrutiny, April 12, 2018 by Matt Nykiel. "Look before you leap," is good advice for anyone jumping into a cold lake or a big project. Likewise, the community of Sandpoint should examine options carefully as Burlington Northern-Santa Fe proposes a new bridge over our prized Lake Pend Oreille.

Folks in Sandpoint and Bonner County do not want to blunder ahead blindfolded. We want a fair and full assessment of what BNSF's project means for us.

BNSF wants to build another bridge over Lake Pend Oreille. But it's unclear whether the benefits of adding a new bridge are worth the potential impacts of transporting hazardous substances through our towns and across lakes and rivers.

We are fortunate to live nearby one of the most beautiful and iconographic lakes in the world. For me, I think about dipping my feet in the cool water on a hot summer day and watching my dog plunge into the lake and paddle away. But the clean, cold waters of Lake Pend Oreille are also critical to our economy and way of life. One train derailment, like the one in Cocolalla last year, could jeopardize all that. It's far better to keep our water clean than to clean it up after it's polluted.

It is only reasonable that our community demand a thorough and unbiased analysis of all the potential impacts building more rail infrastructure could have on public safety and the environmental quality of Lake Pend Oreille. Here's the bad news: Not one of the federal permitting agencies has committed to requiring BNSF complete an Environmental Impact Statement, the gold-standard for environmental review. And, BNSF has yet to provide any independent studies or reports proving exactly how adding another bridge across Lake Pend Oreille will benefit our community.

For years, our community has put up with the risk of transporting crude oil and other dangerous substances near homes, businesses and over critical water resources. The public never had an opportunity to weigh this risk because when the early rail line was first installed trains typically hauled people or inert goods like grain, not thousands of gallons of volatile or toxic substances.

Given the realities of today's train traffic, it is only reasonable that our community is demanding the highest level of scrutiny to decide whether adding more rail infrastructure is safe and whether it's in our communities' best interests.

Scrutiny is no doubt warranted given the scope of BNSF's proposal, which is anticipated to cost well over \$100 million and require at least 3 years of construction, according to BNSF's project application.

In addition to a new bridge over Lake Pend Oreille, new bridges are proposed to cross Sand Creek and Bridge Street. How will this construction impact recreational or emergency access to Lake Pend Oreille, or traffic through town? How might construction noise affect nearby businesses that rely on tourists interested in our serene lake town?

~~BNSF has yet to release any study or plans. In fact, BNSF is advocating to expedite the permitting process, rather~~

26-Apr-17

Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.

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1. Require a full environmental impact statement.
2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.

19-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p>
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25-Mar-18	<p>I've lived in Bonner County, Idaho near Sandpoint for over 30 years, and am very alarmed that BNSF railroad proposes to begin building 3 new bridges in Sandpoint over Lake Pend Oreille, Sand Creek, and Bridge Street, and all without a full Environmental Impact Statement(EIS).</p> <p>Increased rail traffic will mean more commuter crossing delays, delays to EMS services, a higher risk of a disastrous accident spilling oil and/or coal into our lake, and will ultimately exacerbate climate change and mercury pollution since it will facilitate trade of domestic coal and oil products to Asia. Ship transport of oil to American refineries via our coastal waters will also prove disastrous as numerous collisions and near collisions of such ship traffic have already been documented for decades. The estimated increase to 114 trains per day by 2035 is unacceptable, and will surely be harmful to the health and economy of our citizens.</p> <p>Please help to expand the public comment period to 90 days at least, schedule several public hearings, and initiate a full EIS before construction could even begin. This would be the largest construction project in decades near and on Lake Pend Oreille, and as such requires careful scrutiny and full public and professional review. I would like to see it stopped completely.</p>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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26-Apr-18	<p>[NOTE: This individual sent in a comment on 04/26/2018 to Steven Fischer, and two comments 04/26/2018 to the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



27-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol> <p>safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
28-Apr-18	<p>Martin Watts has a duplicate email letter sent on 4/28/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

26-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
01-May-18	<p>Janet Way has a duplicate email letter sent on 5/1/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

29-Apr-18	<p>Susan Wayne has a duplicate email letter sent on 4/29/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

29-Mar-18	<p>[NOTE: This individual sent in three comments on 03/29/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
15-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

25-Mar-18	<p>Randall Webb has 2 duplicate email letters sent on 3/25/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>There are 2 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>Tamara Wecker has a duplicate email letter sent on 4/26/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
15-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



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25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

01-May-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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25-Mar-18	<p>[NOTE: This individual sent in a comment on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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<p>27-Mar-18</p>	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
<p>25-Mar-18</p>	<p>Oil trains derail and will continue to -- killing people, fouling water. They are bomb trains when they derail. AND the contribute to the unfolding climate catastrophe.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
<p>28-Apr-18</p>	<p>Shannon Welles has a duplicate email letter sent on 4/28/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal ( APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

19-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>



30-Mar-18	<p>[NOTE: This individual sent in three comments on 03/30/2018 to the Coast Guard and Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
29-Mar-18	<p>Isa Werny has 3 duplicate email letters sent on 3/29/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

28-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

18-Mar-18

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.

And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.

Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.

25-Mar-18

[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.

BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.

Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:

1. Extend the public comment period by 120 days from the date of the public notice.
2. Require a full environmental impact statement.
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26-Mar-18	<p>duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
25-Mar-18	<p>Submitted 3 times.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement....</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

[Following newsclips featured] Daily Journal of Commerce (Seattle, WA), BNSF wants bridge over Idaho Lake, 3/30/2018 : An Idaho water advocacy group says another railway bridge across Lake Pend Oreille would double rail traffic, increasing the chances of derailments of crude oil and coal shipments.

The Bonner County Daily Bee reports the Lake Pend Oreille Waterkeeper is calling on state and federal officials to extend the public comment period for the planned BNSF Railway bridge across the northern Idaho lake, so its potential effects can be better analyzed. KHQ NBC 6 (website), Advocacy group raises concerns on planned railway bridge 3/29/2018: SANDPOINT, Idaho - (AP) - An Idaho water advocacy group says another railway bridge across Lake Pend Oreille would double rail traffic, increasing the chances of derailments of crude oil and coal shipments.

The Bonner County Daily Bee reports the Lake Pend Oreille Waterkeeper is calling on state and federal officials to extend the public comment period for the planned BNSF Railway bridge across the northern Idaho lake, so its potential effects can be better analyzed.

The group says more shipments over the lake would threaten water quality because coal and coal dust is released from the open rail cars.

Bonner County Emergency Medical Services officials say the new bridge would boost its emergency response because personnel are routinely stopped at crossings by trains waiting for traffic to clear on the existing bridge.

Lewiston Tribune - Group raises concerns about railway bridge plan, 3/30/2018, SANDPOINT, Idaho - An additional railway bridge across Lake Pend Oreille in northern Idaho would double rail traffic, increasing the chances of derailments of crude oil and coal shipments, a water advocacy group said.

The group Lake Pend Oreille Waterkeeper is calling on state and federal officials to extend the public comment period for the planned BNSF Railway bridge across the lake, so its potential effects can be better analyzed, the Bonner County Daily Bee reported Thursday.

More shipments over the lake also would threaten water quality from the coal and coal dust that's released from the open rail cars, said Shannon Williamson, executive director of the organization. While county authorities have a response plan to contain hazardous spills, the group said it still would be catastrophic.

"Our communities are not prepared to address the environmental fallout from a coal or train derailment into Lake Pend Oreille," Williamson said in the group's comments to the Idaho Department of Lands.

The group contends the additional rail traffic would pose risks to threatened bull trout. The risk of collisions at railroad crossings would increase as well as traffic delays, the group said. The Bonner County Emergency Medical Services said a second bridge would allow it to respond quicker because personnel are already routinely stopped at crossings by trains waiting for traffic to clear on the existing bridge.

"With the addition of the second bridge, BSNF will be able to greatly alleviate the block of streets in Sandpoint and adjacent areas," said Bob Russey, the agency's chief.

25-Mar-18

duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.

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2. Require a full environmental impact statement.
3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.

29-Apr-18	<p>Jennifer Westra has a duplicate email letter sent on 4/29/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>[NOTE: This individual sent in two comments on 03/26/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

04-Apr-18	<p>Penelope Wharton has 3 duplicate email letters sent on 4/4/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>Becky Wharton has 3 duplicate email letters sent on 4/26/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to the Coast Guard]. I live on the lower Columbia River, where we have learned the hard way that transport of fossil fuels by rail is too risky for our water environments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Require a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
28-Mar-18	<p>I am writing in response to the proposed Burlington Northern Santa Fe (BNSF) Bridge Construction Project. Permit Application NO: NWW-2007-01303.</p> <p>The Spokane Riverkeeper's mission is to protect and restore the health of the Spokane River watershed and to defend our right to a clean Spokane River. The Spokane Riverkeeper advocates for clean water and educates the public about issues that impact our waters. Citizens are encouraged to get involved and stay connected to their Spokane River, one of the region's most valuable natural assets.</p> <p>This proposed project would create numerous direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, Idaho, and for the down rail region in the Spokane Valley and the City of Spokane, Washington.</p> <p>1. If constructed the proposed bridges would create potential impacts for species listed under the Endangered Species Act (ESA). Bull trout are threatened under the ESA and no longer occupy much of their former range in the interior mountain west. The proposed fill as well as the potential of trains spilling coal and/or oil under transport pose grave dangers to these already vulnerable populations of native fish in Lake Pend Oreille. Additionally, when completed, the bridges will exacerbate the potential impacts to interior redband trout living in the Spokane River, down rail in the Spokane Valley. These species of native trout are listed as a species of concern in Washington State and any spill of coal or oil could irreparably damage redband trout populations and their long term habitat.</p> <p>2. The traffic that is added to the down rail lines in Washington State have other cumulative impacts. There is an increased risk of an oil spill over the Spokane Rathdrum Prairie Aquifer. This aquifer is very shallow, protected only by a shallow lens of gravel in most places, and has been designated by the Environmental Protection Agency as a sole source of drinking water for the entire region. A spill of Bakken crude oil or Alberta diluted bitumen oil could cause irreparable harm to this valuable community resource. Increasing rail traffic only increases the odds of such an accident.</p> <p>3. Additionally, the increased traffic that this project would bring, puts our communities at risk. Spokane City officials and first responders have identified deep concerns with the transportation of crude oil by rail through these down-rail communities. An oil spill in down town Spokane that catches fire, presents a situation for which there is no immediate or appropriate response. Many citizens would be put at risk in such a scenario. Washington State has identified oil spilling by rail a significant potential in the permitting process for other west coast oil by rail projects. Spokane Riverkeeper is asking that you evaluate BNSF's proposal as a serious risk to the</p>

28-Mar-18

Please find our letter concerning the proposed BNSF bridge over Lake Pend Oreille attached. [PDF FOLLOWS] I am writing in response to the proposed Burlington Northern Santa Fe (BNSF) Bridge Construction Project. Permit Application NO: NWW-2007-01303.

The Spokane Riverkeeper's mission is to protect and restore the health of the Spokane River watershed and to defend our right to a clean Spokane River. The Spokane Riverkeeper advocates for clean water and educates the public about issues that impact our waters. Citizens are encouraged to get involved and stay connected to their Spokane River, one of the region's most valuable natural assets.

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2. The traffic that is added to the down rail lines in Washington State have other cumulative impacts. There is an increased risk of an oil spill over the Spokane Rathdrum Prairie Aquifer. This aquifer is very shallow, protected only by a shallow lens of gravel in most places, and has been designated by the Environmental Protection Agency as a sole source of drinking water for the entire region. A spill of Bakken crude oil or Alberta diluted bitumen oil could cause irreparable harm to this valuable community resource. Increasing rail traffic only increases the odds of such an accident.

3. Additionally, the increased traffic that this project would bring, puts our communities at risk. Spokane City officials and first responders have identified deep concerns with the transportation of crude oil by rail through these down-rail communities. An oil spill in down town Spokane that catches fire, presents a situation for which there is no immediate or appropriate response. Many citizens would be put at risk in such a scenario. Washington State has identified oil spilling by rail a significant potential in the permitting process for other west coast oil by rail projects.

Spokane Riverkeeper is asking that you evaluate BNSF's proposal as a serious risk to the environment region wide. It also presents localized impacts to the areas under construction at Lake Pend Oreille. As such, we request the following:

1. Extend the public comment period by 120 days from the date of the public notice

16-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

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25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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16-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>



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20-Mar-18	<p>Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States.</p> <p>We live on, play in, grow our food with water from Lake Pend Orielle. This project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest.</p> <p>BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations.</p> <p>Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe.</p> <p>Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Draft a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> <li>4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</li> </ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
03-May-18	<p>Diane Williams has a duplicate email letter sent on 8/3/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

18-Mar-18

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.

And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.

Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.

15-Mar-18

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.

And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.

Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.

26-Mar-18	<p>[NOTE: This individual sent in another comment on 03/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



05-Apr-18	<p>Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. ¶ As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest. ¶ BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations. ¶ Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe. ¶ Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following: 1. Extend the public comment period by 120 days from the date of the public notice. 2. Draft a full environmental impact statement. 3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal. 4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</p>
26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to the Coast Guard.] I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>
05-Mar-18	<p>[NOTE: Williamson also has comment letters dated 3/2/2018, 4/30/2018, and 5/3/2018] Lake Pend Oreille Waterkeeper and other community stakeholders in Sandpoint, Idaho are requesting an extension of the public comment period and a series of public hearings regarding the proposed second rail bridge over Lake Pend Oreille (USACE Application #NWW-2007-01303).</p> <p>The public notice indicated that the U.S. Coast Guard has the authority to issue or deny permits for bridges and causeways in or over navigable waters of the United States under the General Bridge Act of 1946. The notice also indicated that the U.S. Coast Guard will act as the federal lead agency overseeing compliance with Section 106 of the National Historic Preservation Act and Endangered Species Act (ESA) consultation for the proposed bridge project.</p> <p>We wanted to share a copy of the letter we submitted to USACE requesting an extension and public hearing(s). Please let me know if you have any questions.</p>

26-Mar-18	<p>[NOTE: This individual sent in two comments on 03/26/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>[NOTE: This individual sent in two comments on 03/26/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>[NOTE: This individual sent in a comment on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

06-May-18	<p>Michael Wilson has a duplicate email letter sent on 5/6/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest. ¶ BNSF's proposal would impact soils, surface water, air quality and groundwater resources.</p> <p>Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement. ¶ Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following: 1. Require a full environmental impact statement. 2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</p>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
06-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

22-Mar-18	<p>Op Ed titled, "Second BNSF bridge to keep trade flowing through Idaho, PNW" (by Senator Chuck Winder and Bruce Agnew, co-chairs of the Pacific NorthWest Economic Region Transportation Committee) ¶ For years, BNSF trains have safely traversed the bridge over Lake Pend Oreille, efficiently shuttling goods and commodities to foreign and domestic markets. ¶ Now, in an effort to further expedite shipping and modernize rail in the Pacific Northwest, BNSF is proposing a multi-million dollar upgrade in the form of a second parallel bridge that will allow rail traffic to move even safer in both directions simultaneously. The new bridge will reduce the times trains have to wait for other trains to cross the bridge. The backups created by waiting trains can sometimes extend for many miles. The second rail bridge will reduce delays in the city, improve air quality and reduce noise by cutting idle times while the trains are stopped in Sandpoint. ¶ The Pacific Northwest Economic Region has worked with Class One and short line railroads to improve rail access and public safety along our trade corridors for many years. The BNSF Sand Point Junction Connector project is a premier national project with regional and local benefits. ¶ The trains that cross this bridge carry varieties of cargo. This proposal is being challenged because of opposition to two commodities: coal and oil. Opponents are using reduction of fossil fuel dependence as a means to stop this investment in our region's infrastructure, to the detriment of all other commodities shipped by rail. ¶ BNSF helps deliver to Idahoans a vast array of consumer products including packaged goods, clothes, appliances, electronics, and automobiles. In all, BNSF moves nearly 1.4 million carloads of freight in Idaho annually. The BNSF Great Northern Corridor route services Idaho's agriculture, timber and other industries and helps them grow and compete in today's global economy. Schedule reliability for the popular Amtrak Empire Builder from Seattle and Portland to Chicago with benefits to local tourism will also be enhanced by the Connector. ¶ The continued growth of freight rail from the Midwest to the West Coast has pushed capacity to the point where a new bridge is needed to handle increased shipping needs. This route moves tons of fresh food and grain each year -- apples, potatoes, wheat and corn that feeds families in America and around the globe. Without a second line, food will take longer to reach markets. On time delivery of freight is critical for our local growers, ranchers and farmers and the second bridge will help ensure world market access. ¶ This same line also transports manufactured goods, either in the form of raw materials or finished products. This includes medical equipment, computer products and airplane parts to Boeing and their Puget Sound manufacturing facilities which has a positive ripple effect through the Northwest economy. ¶ From natural resources, to agriculture, advanced manufacturing and food production, the Pacific Northwest trade-based economy depends on adequate capital investment and safety conscious operations by rail, trucking, and pipeline networks as well as dependable market access for ports such as the Port of Lewiston. Residents of Montana, Idaho, Washington and Oregon benefit by the billions of private dollars BNSF Railway has invested in this corridor recently and the Sand Point Junction Connector is prime evidence.</p>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
09-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

26-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>[NOTE: This individual sent in two comments on 03/26/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

30-Mar-18	<p>Mark Wirth has 3 duplicate email letters sent on 3/30/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am writng because I am extremely concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal ( APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

21-Mar-18

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.

And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.

Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.

25-Mar-18

Submitted x times.

I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.

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29-Mar-18

Stacey Wolfe has 3 duplicate email letters sent on 3/29/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.

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26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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15-Mar-18

I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.

The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.

In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.

And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.

Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.

26-Apr-18

Government at all levels in the US must STOP facilitating the mining, transport, and burning of fossil fuels if our grandchildren and future generations are to live healthy lives on our small planet!

BNSF's proposal to construct a series of bridges in Bonner County, Idaho, does not serve the needs of Idahoans or Americans more broadly. One of the bridges would cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.

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25-Mar-18	<p>[NOTE: This individual sent in two comments on 03/25/2018 to Steven Fischer and the Coast Guard]. We save one place, another is selected. It just never ends. Talk about simpleminded greed, and regression.</p> <p>I am deeply concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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25-Mar-18	<p>[Note: Wright left another comments dated 3/25/18] I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

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25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
16-Mar-18	<p>The BNSF should be highly ashamed of itself. The proposed second railroad bridge in Sandpoint is nothing but a disguise to bring hundreds of thousands of tons of silica by railway to the proposed smelter plant they are trying to force into Newport, WA. This will affect everyone in the area, and the disastrous environmental impact has already been proven by other silicon smelters around the world. Please contact CANNs, a citizens group informing the public about the truth of this plant. They have made people aware of why this bridge is trying to get pushed through. But the people of Sandpoint and Bonners County don't want it and won't stand by while this area gets destroyed. I strongly urge your timely disapproval of the project's necessary permits.</p>

<p>21-Mar-18</p>	<p>Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States.</p> <p>As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest.</p> <p>BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. In fact, this project could hamper naval submarine operations.</p> <p>Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe.</p> <p>I am also very concerned about the silicon that will be transported over this bridge to the proposed smelter. It has been being illegally pushed through by the crooked politicians in WA, and the lawyer for CANNs has all the proof he needs. It will be stopped and you will no longer need this bridge.</p> <p>Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Extend the public comment period by 120 days from the date of the public notice.</li> <li>2. Draft a full environmental impact statement.</li> <li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> <li>4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</li> </ol>
<p>26-Apr-18</p>	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"> <li>1. Require a full environmental impact statement.</li> <li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li> </ol>

28-Apr-18	<p>Janet Wynne has a duplicate email letter sent on 4/28/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

27-Apr-18	<p>Guadalupe Yanez has 3 duplicate email letters sent on 4/27/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
28-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
05-May-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>Submitted 2 times.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement....</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal ( APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>Submitted 3 times.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect, and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
01-May-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following: 1. Require a full environmental impact statement. 2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</p>



26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>There are x identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>[NOTE: This individual sent in another comment on 03/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>Yonit Yogev has a duplicate email letter sent on 3/25/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Mar-18	<p>[NOTE: These individuals sent in two comments on 03/26/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. ¶ As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest. It deserves to be analyzed for the complete effects a spill in the lake would have from a train derailment. ¶ Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe. ¶ Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following: 1. Extend the public comment period by 120 days from the date of the public notice. 2. Draft a full environmental impact statement. 3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal. 4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</p>

26-Mar-18	<p>[NOTE: This individual sent in another comment on 03/26/2018 to the Army Corps of Engineers and the Coast Guard]. Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States.</p> <p>As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest. It deserves to be analyzed for the complete effects a spill in the lake would have from a train derailment.</p> <p>Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe.</p> <p>Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Draft a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li><li>4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</li></ol>
18-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement. Cleaning up oil spills is much more difficult than preventing them through good planning.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>[NOTE: This individual sent in five comments on 03/26/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
28-Apr-18	<p>William Young has a duplicate email letter sent on 4/28/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
27-Mar-18	<p>There are 3 identical comments.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

28-Mar-18	<p>Christine Yun has 3 duplicate email letters sent on 3/28/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project.</p> <p>Even though I live in Oregon, I am concerned about the impact the increase in infrastructure geared toward supporting the fossil fuel industry would have on my region.</p>
26-Mar-18	<p>[NOTE: This individual sent in two comments on 03/26/2018 to the Coast Guard].I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>Submitted 2 times.</p> <p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect, and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>[NOTE: This individual sent in a comment on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
06-Apr-18	<p>Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake. ¶ As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest. ¶ BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region. Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe. ¶ Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following: 1. Extend the public comment period by 120 days from the date of the public notice. 2. Draft a full environmental impact statement. 3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal. 4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</p>

06-Apr-18	<p>Received 3 identical comments.</p> <p>Living in a community that is affected by rail transport on a daily basis, I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake.</p> <p>As proposed, this project would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, and the Pacific Northwest.</p> <p>BNSF's proposal could change the built and natural environments, and BNSF's operations would also change as a result, further affecting safe navigability on the lake, emergency response times, rail safety and transportation in the region.</p> <p>Our community, economy, and the surrounding environment depend on maintaining and protecting Lake Pend Oreille and keeping families and businesses along the rail line safe.</p> <p>Please evaluate BNSF's proposal with the same seriousness and concern we have for this issue. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Draft a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li><li>4. Conduct at least one public hearing before the environmental impact statement is completed and at least one public hearing after it is released.</li></ol>
25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>[Note: Zahrt left two other comments dated 3-25-18] I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
23-Apr-18	<p>On behalf of the South Dakota Grain &amp; Feed Association (SDGFA), I am writing to express my support for the Sandpoint Junction Connector Project. SDGFA is a statewide, non-profit trade association composed of elevator firms and other agribusinesses involved in the grain, feed and farm supply business. ¶ South Dakota's number one business is agriculture with a \$25.6 billion economic impact each year and generates 20 percent of the state's economic activity. In 2017, BNSF shipped over 130,000 carloads of wheat, soybeans, corn, and other agricultural products from South Dakota and over half of these products traveled the northern transcontinental route. ¶ BNSF have invested nearly \$2 billion to expand capacity on the northern transcontinental route since 2013. The one-lane bridge at Sandpoint remains a critical chokepoint in the network. The proposed Sandpoint Junction projects adds capacity and alleviates that chokepoint to allow enhanced movement of freight, including South Dakota agriculture products. ¶ Thank you for the opportunity to share the support of the South Dakota Grain &amp; Feed Association for this project.</p>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
25-Mar-18	<p>[NOTE: This individual sent in a comment on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am writing out of concern about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest. ¶ BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement. ¶ Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following: 1. Extend the public comment period by 120 days from the date of the public notice. 2. Require a full environmental impact statement. 3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</p>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

27-Mar-18	<p>Seems that the history of the railroad has been a story of disregard to the environment and inhabitants in the name of "progress". I am very concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. The beauty of the area and health of the eco-system will suffer and must not be overlooked. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest. As a resident of the Pacific Northwest, I do not want more railway traffic of dirty and hazardous cargo rolling through our pristine rural areas nor our neighborhoods. The coal dust that comes from the trains without a derailment has been significant in households along Puget Sound Narrows passage, I can imagine it is the same throughout the route! Unacceptable!!</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>Duplicate: I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>[Note: Ziegel left another comment dated 3/25/18] I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
15-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

26-Apr-18	<p>Russell Ziegler has a duplicate email letter sent on 4/26/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Mar-18	<p>[NOTE: This individual sent in another comment on 03/26/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>[NOTE: This individual sent in another comment on 03/25/2018 to Steven Fischer]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
10-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>[NOTE: This individual sent in another comment on 04/26/2018 to the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>



26-Apr-18	<p>I am very concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
26-Apr-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>

25-Mar-18	<p>I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
20-Mar-18	<p>I am writing to affirm my support for the Sandpoint Junction Connector project and urge your swift approval of the permits needed for construction. The project represents a significant private investment to enhance the rail network while taking deliberate steps to protect the local environment. It is a project worthy of an expedited approval.</p> <p>The Pacific Northwest economy is driven in large part by hundreds of industries, including agriculture and manufacturing firms, which depend on a world-class transportation network to get their goods to market. Thankfully, companies like BNSF Railway recognize this need and are willing to spend millions of dollars annually to keep our rail network healthy.</p> <p>In addition to supporting our regional trade-based economy, this project will immediately improve the efficiency of the overall rail network while also mitigating potential impacts to the community. The proposal to build a bridge and second track across Lake Pend Oreille – when completed – would allow trains to run in both directions, reducing the need for engineers to stop as they wait for clearance to cross. In turn, this project will mean shorter wait times on nearby roads and streets that cross BNSF tracks. By improving the efficiency of the line, this will also increase the safety of train traffic in the region.</p> <p>And on top of the project's value to the rail network, BNSF is committed to the highest standards for safety. BNSF is well prepared to deal with sensitive areas like Lake Pend Oreille, and maintains highly-detailed response plans for environmentally sensitive regions. The reality is rail is among the safest, most efficient and environmentally friendly ways to ship commodities. The best thing we can do is support proposals such as Sandpoint that will improve the system, increase safety, while protecting the environment.</p> <p>Sandpoint is a model proposal in many regards with significant support. Thank you for the opportunity to voice my support for the Sandpoint Junction Connector. I strongly urge your timely approval of the project's necessary permits.</p>

27-Mar-18	<p>[NOTE: This individual sent in two comments on 03/27/2018 to Steven Fischer and the Coast Guard]. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Extend the public comment period by 120 days from the date of the public notice.</li><li>2. Require a full environmental impact statement.</li><li>3. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>
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26-Apr-18	<p>Katherine Zywan has a duplicate email letter sent on 4/26/18. I am concerned about BNSF's proposal to construct a series of bridges in Bonner County, Idaho. One of the bridges will cross the entirety of Lake Pend Oreille, Idaho's largest lake and the fifth deepest lake in the United States. These new rail bridges would facilitate increased shipments of coal, oil, and other hazardous substances throughout the region. The bridges would create a wide range of direct, indirect and cumulative impacts affecting the city of Sandpoint, Bonner County, ID, and the Pacific Northwest.</p> <p>BNSF's proposal would impact soils, surface water, air quality and groundwater resources. Additionally, BNSF's operations would change as a result of the new bridges in ways that impact safe navigability on the lake, emergency response times, rail safety and transportation in the region. These impacts are undeniably significant, and can only be reviewed in a thorough, comprehensive Environmental Impact Statement.</p> <p>Please evaluate BNSF's proposal (APPLICATION NO.: NWW-2007-01303 ) by taking a hard look at all the direct, indirect and cumulative impacts of the project. Accordingly, I request the following:</p> <ol style="list-style-type: none"><li>1. Require a full environmental impact statement.</li><li>2. Fully analyze the cumulative impacts (both locally and in the region) of BNSF's proposal.</li></ol>