

	Location	Comment
1	Cover pages	All three documents have a different format/layout/colors and should be consistent.
<b>Response</b>		Document formats/layouts/colors have been changed to be consistent with one another.
2	Section 1	Last sentence, insert “represented in <u>the</u> Existing Conditions Report.”
<b>Response</b>		Change made. Sentence now says “represented in <u>the</u> Existing Conditions Report.”
3	Section 1.1, page 1	Change 6 <sup>th</sup> sentence to read: “In addition, the local economy is heavily reliant on natural resources industries that export raw materials to national or international markets.”
<b>Response</b>		Sentence replaced.
4	“ “	Change 7 <sup>th</sup> sentence to read: “The region’s transportation network is a critical component of the local economy, and therefore, the preparation of the FMP is an important step the region must take to adequately identify freight mobility issues and develop the necessary long-term solutions.”
<b>Response</b>		Sentence replaced.
5	Section 1.2, page 1	First sentence, replace “considers defining” with “is to take a critical look at”
<b>Response</b>		Text replaced. The sentence now says “The overall purpose of the Fairbanks FMP <u>is to take a critical look at</u> the future framework <u>of</u> the region’s multimodal freight system, including”
6	“ “	First sentence, “the future framework <del>for</del> <u>of</u> the region’s...”
<b>Response</b>		Text changed. See above for new wording.
7	“ “	First bullet, replace “critical” with “existing”
<b>Response</b>		Text changed. Bullet now says “Assessing <u>existing</u> freight transportation mobility deficiencies”
8	Section 1.2, page 2	Last sentence, why are these not listed in the bullets?
<b>Response</b>		<p>This paragraph was written as full sentences because there were only 2 items and because there were several other bulleted lists in this chapter. The text has been changed to a bulleted list as shown below.</p> <p>The FMP is being developed to:</p> <ul style="list-style-type: none"> <li>• Illustrate existing conditions of the freight system; and</li> <li>• Make recommendations for the growth of the future multimodal freight network as it relates to land use, economic development, and environmental forecasts.</li> </ul>
9	Section 1.2, page 2	Delete third bullet at the top of the page.
<b>Response</b>		Bullet deleted.
10	Section	Third and fourth bullets need section numbers (both say 0)

	1.3, page 2	
<b>Response</b>		The third bullet now says “Section 3 presents” and the forth bullet says “Section 4 summarizes”.
<b>11</b>	Section 1.3, page 2	Delete last line (extra space before next section)
<b>Response</b>		Extra space deleted.
<b>12</b>	Section 1.4, page 3	Last bullet, delete “and Database”
<b>Response</b>		Text deleted. Bullet now says “Web Map Applications.”
<b>13</b>	Section 1.5, page 3	Last sentence is cut off and has no ending.
<b>Response</b>		Sentence deleted.
<b>14</b>	Section 2, page 5	First paragraph, first sentence: “The region’s local economy, population size, and land uses, as well as lack of existing infrastructure”
<b>Response</b>		Text changed. The revised sentence says “The region’s local economy, population size, land uses, lack of existing infrastructure, extreme climatic conditions, and geography all play a significant role in the freight system’s capacity and effectiveness.”
<b>15</b>	“ “	First paragraph, third sentence: “Land uses <u>patterns</u> and associated transportation <u>networks</u> further affects freight mobility as the price of goods movement is <u>based on a function of the distance</u> ”
<b>Response</b>		Sentence revised to say “Land <u>use patterns and associated transportation networks</u> affects freight mobility as the price of goods movement is <u>a function of</u> the distance and time freight takes to travel.”
<b>16</b>	“ “	Second paragraph, third sentence: change “within that area” to “within the growth area”
<b>Response</b>		Text revised to say “within that <u>growth</u> area”
<b>17</b>	“ “	Third paragraph, second sentence: “doubled in the <u>same</u> 35-year period, <u>increasing</u> from...”
<b>Response</b>		Sentence revised and now reads “The total number of households doubled in the <u>same</u> 5-year period, <u>increasing</u> from 18,445 <u>in 1980</u> to 39,060 in 2015.”
<b>18</b>	“ “	---The first sentence has 35 spelled out. All other numbers are written as numbers and not spelled out.
<b>Response</b>		Text changed. Revised text to read “this <u>35</u> year period”
<b>19</b>	Section 2, Table 2-1	The 2005 Households number: Did they start calculating households differently in 2005? A jump of 5,500 households but only +7,000 people b/t '00-'05 does not align, especially if you look at the +8,000 pop and only +1,500 households b/t '05-'10
<b>Response</b>		The information supporting this table was part of the Fairbanks North Star Borough Updated Population and Employment Forecasts memo and was not calculated by HDR. This memo is the source of population and employment for the FMATS Travel Model Update and is used in the Freight Mobility Plan to be consistent with other FMATS plans currently under development.

**Table 1: Historical FNSB Population Trends (1980-2015)**

Year	1980	1985	1990	1995	2000	2005	2010	2015
Population	54,503	71,435	78,067	81,941	83,005	90,431	98,279	100,000
Households	18,445	22,725	26,862	28,927	29,831	35,224	36,704	39,060

Note: Annual growth rate calculated relative to 2015 totals for the 30 year period, 1985-2015.

Source: Woods & Poole Economics, 2016.

According to the Alaska Department of Labor and Workforce Development website, FNSB had 97,581 people and 36,411 households in 2010. In 2000, the population is listed as 82,840 and the number of households is 29,777. Information for 2005 is not available on their website.

<b>20</b>	“ “	I still don't understand how Average Annual Growth Rate is calculated. The note says it is a 30 yr AGR which would = 1.17% for population or if you took an average of AGR for each 5 yr period you would get 1.41% over 30 yrs. Did you use annual data not shown here, and if so why not show in table?
<b>Response</b>		HDR did not calculate the average annual growth rate. The growth rate listed is from the Fairbanks North Star Borough Updated Population and Employment Forecasts memo (see screenshot in response to comment 19). While, we do not have any additional information about how the growth rate was calculated, we understand that these represent the latest approved growth rates for the region. Therefore, we used them to maintain consistency with the travel demand model in which these rates are representative.
<b>21</b>	Section 2, page 5	Under Table 2-1, first sentence, list the population and square miles of the “large geographic area”
<b>Response</b>		Sentence revised and now says “Although the FNSB is 7,444 square miles, the majority of the population is distributed within or around the FMATS area, as illustrated in <b>Error! Reference source not found.</b> ” Population was not added to this sentence because it is shown in Table 2-1.
<b>22</b>	Section 2, Figure 2.1	Please confirm that these are indeed Census Blocks or block groups
<b>Response</b>		Yes, these are Census Blocks.
<b>23</b>	Section 2, Table 2-2	Table 2.2 is split between two pages. Recommend to move all to page 7
<b>Response</b>		The formatting has been updated so Table 2-2 is on one page.
<b>24</b>	“ “	Base Population Annual Growth (%): very conservative growth rate. Based on last decade the next few decades will grow 1.0-1.2% per yr. By 2050 that would put the borough pop. close to 140,000.
<b>Response</b>		The information for table was part of the Fairbanks North Star Borough Updated Population and Employment Forecasts memo and was not calculated by HDR. This memo is the source of population and employment for the FMATS Travel Model Update and is used in the Freight Mobility Plan to be consistent with other FMATS plans currently under development.

<b>25</b>	Section 2.1, page 7	What percent of land is zoned as General Use?
<b>Response</b>		In Section 6.8, the first sentence of the second paragraph has been changed to "Currently, much (approximately 7,216 square miles or 96.9%) of land in the FNSB is zoned General Use (GU) which allows both commercial and industrial land uses."
<b>26</b>	" "	Second paragraph, while the comp plan may "encourage" freight activity in commercial areas, the fact is, General Use is x% of zones which allow commercial and industrial uses everywhere and is not confined to existing industrial or commercial corridors.
<b>Response</b>		A footnote was added saying "Approximately 96.9% of land in the FNSB is zoned General Use which allows commercial and industrial uses meaning freight-related activity can occur most places within the borough."
<b>27</b>	" "	Second paragraph, 5 <sup>th</sup> sentence: Figure 2.2 does not highlight or distinguish this area from others.
<b>Response</b>		The Alaska Railroad Yard and downtown Fairbanks have been added to the figure.
<b>28</b>	" "	Third paragraph, first sentence: Again, the figure does not specifically call out these major commercial areas. The map does not indicate specifically where they are. It is difficult to infer the locations if you are not already familiar.
<b>Response</b>		Johansen Expressway and Steese Highway have been labeled on Figure 2.3.
<b>29</b>	" "	Third paragraph, third sentence: These areas are also not labeled on Fig 2.4. The reader should not have to spend time orienting themselves. If you ref a specific location on a map it should be called out.
<b>Response</b>		Petro Star and Flint Hills have been labeled on Figure 2.4.
<b>30</b>	Section 2.1, page 8	Last paragraph, first sentence: What would also result?
<b>Response</b>		Paragraph deleted.
<b>31</b>	" "	Last paragraph, second sentence: what projects?
<b>Response</b>		Paragraph deleted.
<b>32</b>	Section 2.1, Figure 2.2-2.4	Does not show airports or helipads
<b>Response</b>		Airport and helipads removed from legend of all three figures.
<b>33</b>	Section 2.2, page 12	Fairbanks doesn't export oil
<b>Response</b>		The industry category is called "Mining, quarrying, and oil/gas extraction".  Due to the agglomeration of energy-related industries in Alaska, the Fairbanks economy includes a large number of residents employed in the mining, quarrying, and oil and gas extraction industry compared to the rest of the country.
<b>34</b>	" "	Fourth sentence, These stats are readily available. It would be best to have numbers and not just the term "large number," which is open to interpretation.

<b>Response</b>		
<b>35</b>	“ ”	Fifth sentence, “However, in recent years, <u>local and regional</u> activity...”
<b>Response</b>		Sentence revised to say “However, in recent years, <b>local and regional</b> activity related to the oil and coal industries has declined.”
<b>36</b>	“ ”	Sixth sentence, “stable but may be <u>slowing slowly</u> declining over the next decade <u>if new mines don't come on-line as the existing ones begin to reduce production (e.g. Ft. Knox Gold).</u> ”
<b>Response</b>		Sentence revised to say “The rare earth minerals sector is relatively stable but may be <b>slowly</b> declining over the next decade if new mines don't come on-line <b>as the existing ones (e.g. Ft. Knox Gold) begin to reduce production.</b> ”
<b>37</b>	Section 2.2, page 13	Second paragraph, fourth sentence: insert non-military and federal government uses and activities.
<b>Response</b>		Sentence revised to say “Along with freight-invested industries, the FNSB economy is also built on military, <b>federal government</b> , and state government uses and activities.” Non-military was not added to this sentence because it is too generic.
<b>38</b>	“ ”	Third paragraph, first sentence: “representing an annual <del>growth</del> <u>employment</u> rate of...”
<b>Response</b>		This text refers to the average annual growth rate in Table 2-4. No change made.
<b>39</b>	“ ”	Second to last sentence on page needs a space between 2-4 and illustrates
<b>Response</b>		Space added.
<b>40</b>	Section 2.2, page 15	First sentence, “84,844 <u>jobs</u> ”
<b>Response</b>		Sentence revised to say “By 2050, employment in the FNSB is expected to increase to 84,844 <b>jobs</b> , which reflects an average annual employment growth rate of 1.15%.”
<b>41</b>	“ ”	“1.15%” spell it out everywhere else, or use %
<b>Response</b>		Changed to %. See comment 40 for revised text.
<b>42</b>	Section 2.2, Figure 2.5	Figure 2.5 shows the 2015 Employment to be around 11,000 but Table 2-5 lists the employment as 58,851. What is the discrepancy?
<b>Response</b>		Figure 2.5 shows the employment levels by industry. The 58,851 in Table 2-5 refers to Total Employment which is not shown in Figure 2.5.
<b>43</b>	Section 2.2, Table 2-5	What is the “Base Employment” and how did it change to the “Total Employment”. Please Explain a little further in the description on what this table is saying.
<b>Response</b>		“ <b>This table includes base employment which is the employment anticipated without the changes due to the Eielson Air Force Base (EAFB) F-35 project or the Alaska Liquid Natural Gas project. Total employment reflects the employment forecast with those two projects.</b> ” Has been added for clarity.
<b>44</b>	Section 2.3, page 16	First paragraph, Incorrect. Fuel from Valdez is not arriving to be refined – it is here due to EPA mandated ULSD (ultra -low sulfur diesel). Crude from the pipeline is refined in Valdez – then trucked to Fbks due to lack of ULSD refining capabilities in FBK area. Those fuels, along with those railed up from Tesoro (Nikiski) and imports

		(via Seward) are to support local, Yukon River villages (via barge ports on the Yukon River: Nenana (Tanana/Yukon Rivers & Yukon River (via Dalton Hwy)). You cover some of this later on, but when mentioning all routes – why leave this out?
<b>Response</b>		Text revised to “Ultra-low-sulfur diesel (ULSD) fuel move from Valdez to Fairbanks for use in the Fairbanks area. This fuel, along with other fuel from the Tesoro refinery in Nikiski and elsewhere are also transported from Fairbanks to surrounding communities.”
<b>45</b>	“ “	No mention of supply to North Slope oilfields in this - which is the one of the larger thru freight quantities. Fuel imports not mentioned till later – via Rail Tesoro & From VDZ.
<b>Response</b>		“Large volumes of supplies and equipment destined for the North Slope comes through Fairbanks. This freight is often brought to Fairbanks by rail and then transported by tractor-trailer up the Dalton Highway (via the Elliott Highway) to Purdhoie Bay.” has been added to the text.
<b>46</b>	“ “	First paragraph, second sentence: AK now imports (22%) more refines petro product than we export. Source: <a href="http://dog.dnr.alaska.gov/Commercial/Documents/AlaskaRefiningIndustryReport/pfd">http://dog.dnr.alaska.gov/Commercial/Documents/AlaskaRefiningIndustryReport/pfd</a>
<b>Response</b>		The provided link does not work. Fairbanks is critical as it supports trade for a geographically large portion of Alaska (between Southcentral and the North Slope).
<b>47</b>	“ “	First paragraph, third sentence: Not so much anymore, Petro Star is only refiner in region. Flint Hills shuttered in 2014. Plus the oil is diverted from the pipeline as it moves south, it doesn't go to Valdez and then back to NP. What does this have to do with trade specific?
<b>Response</b>		Paragraph has been revised. See comment 44 for revisions.
<b>48</b>	“ “	Third paragraph, last sentence: FAI is 18% of AK flights, while ANC is 56%. Most cargo goes thru ANC. Much more strategic location than FAI. Source: AK Economic Trends Dec. 2016
<b>Response</b>		Paragraph deleted.
<b>49</b>	Section 2.3, page 17	Regional Highways, no summary of fuel flow &/or goods to remote Yukon River communities via Fbks / Nenana. A bit of this comes via water/rail – then truck to Nenana from Fbks. You only refer to interstate freight – and not intrastate movements via truck/river barge – but only by air. A large bulk is via river barge – or ocean barge to west coast AK. No reference in this section about Alcan truck route – primarily fresh groceries.
<b>Response</b>		Text revised to say “The Alaska Highway (sometimes called the Alcan) connects Alaska to the Lower 48. Fresh groceries are often trucked to Fairbanks via the Alaska Highway. Freight, including consumer goods and fuel, are often transported from Fairbanks to other Northern region communities, which are often remote and off the roadway system (mainly by air or trucked to Nenana and then barged on the Yukon River). Goods are also transported from the Fairbanks area to the Fort Knox and POGO mines.”
<b>50</b>	“ “	First paragraph, first sentence: This sentence needs revision. Transport of supplies of LNG to local distribution centers may increase in the next 3-5 years as NG supply systems come online and demand increases.
<b>Response</b>		Sentence revised to say “There is also potential for transporting liquefied natural gas (LNG) to local distribution centers in Fairbanks via pipe, truck, or rail in the next three

		to five years as LNG supply systems come online and demand increases.”
51	“ “	Second paragraph, last sentence: But the fact it was on a barge at one time has little to do with freight network needs of Fairbanks. No matter the mode of origin we need to plan for trucks, trains, and planes.
<b>Response</b>		Sentence deleted.
52	“ “	Third paragraph, last sentence: strike “oriented”
<b>Response</b>		Text deleted. Sentence now says “Because Alaska is geographically separated from the Lower 48 States, and only 31 percent of the state’s 15,178 miles of roadway are paved, mode split is not as truck- or rail-heavy as in other states.”
53	“ “	Third paragraph, last sentence: Ok, but what implications does this have for future freight vols and specifically how does it affect Fairbanks? It would be more important to show here the proportion of the state growth in freight that will effect Fairbanks.
<b>Response</b>		This will be addressed as part of the future conditions analysis.
54	Section 2.3, page 20	First paragraph, first sentence: There must be data, we know the data for FAI...
<b>Response</b>		For FAI, information about the volume of freight transported but not the specific commodities being moved by air. The sentence has been revised to say “The movement of trade flows can be defined by Fairbanks’ relationship with Anchorage and the state as a whole.”
55	“ “	Second paragraph, you don’t split the fuel movements though they are separate routings.
<b>Response</b>		“A large number of goods are then transferred to many other parts of the state for consumption. For example, 95 percent of all refined petroleum products brought into the state come through the POA. A portion of this refined petroleum is then transported north and distributed in Fairbanks.” has been deleted from this paragraph.
56	“ “	Third paragraph, third sentence has an extra space between “in” and “the”
<b>Response</b>		Space deleted.
57	“ “	Third paragraph, fourth sentence: and the Richardson
<b>Response</b>		Text changed to “transported via the Glenn, Parks and Richardson Highways”
58	Section 2.4, page 20	PM2.5 has been sampled a lot more than twice. Please elaborate on what you mean by sampled twice.
<b>Response</b>		Sentence deleted.
59	Section 2.4, page 20	We must be more than “sensitive”, we must demonstrate that our plans, including the ITS plan and ITS projects, will not worsen Air Quality- see conformity determination.
<b>Response</b>		Sentence changed to “As with FMATS MTP process, the potential freight infrastructure project and policy solutions and strategies recommended in the FMP can should be aware of the potential emission impacts (e.g., PM <sub>2.5</sub> , Greenhouse gas (GHG), others) and should not worsen air quality.”
60	Section 2.4, page	Second to last sentence: I have read studies that idling makes negligible difference in air quality, esp. the PM 2.5 contaminant type of contaminant. I would make sure of

	21	local conditions before making these types of assumptions.
<b>Response</b>		According to the EPA, “When a car idles for more than 30 seconds, it has several negative effects, such as increasing air pollution unnecessarily, wasting fuel and money, and causing excessive wear or even damaging a car’s engine components, including cylinders, spark plugs, and the exhaust system.” <a href="https://www.epa.gov/air-pollution-transportation/frequent-questions-epas-office-transportation-and-air-quality">https://www.epa.gov/air-pollution-transportation/frequent-questions-epas-office-transportation-and-air-quality</a> No change made to the text.
<b>61</b>	Section 3, page 22	Error message in second sentence
<b>Response</b>		Text changed to “is shown in <b>Figure 3.1.</b> ”
<b>62</b>	Section 3, Figure 3.1	This figure needs to be on the list of Figures on page iii.
<b>Response</b>		Figure has been added to the List of Figures.
<b>63</b>	Section 3.1, page 22	Does the tally only consider \$14.9M from ANC – FBK? How about <u>all</u> the freight which has furtherance to the North Slope oilfields? ALL of that is temp stored in FBKs yards (not just ARRC, by the way!) then it all goes through Fbks on its way out of town – which would to me be a near doubling of the quantity??
<b>Response</b>		Text corrected. Sentence now says “Based on FHWA 2015 FAF4.1 data, trucks moved an estimated <b>\$16.1 billion</b> worth of freight <b>to, from, and within</b> Alaska in 2015.”
<b>64</b>	Section 3.1, page 23	Frist bullet, change Badger Way to Badger Road
<b>Response</b>		Text changed to “Badger <b>Road</b> ”.
<b>65</b>	Section 3.1, page 23	The figure on page 23 needs to be labeled as Figure 3.2 instead of 3.1 and changed on the list of Figures on page iii.
<b>Response</b>		Figure title updated and is now “ <b>Figure 3.2</b> ” The list of figures has been updated.
<b>66</b>	Section 3.1, page 24	Last bullet under “Regional Highways”, last sentence, from what active mining areas along the highway?
<b>Response</b>		For clarity, the sentence has modified to say “active <b>recreational</b> mining areas along”
<b>67</b>	Section 3.1, page 24	Second to last bullet on the page, what are the identified truck routes on Peger Rd?
<b>Response</b>		
<b>68</b>	Section 3.1, page 24	Third bullet from bottom of page – Phillips Field Road does not connect to the Johansen. It connects to Peger Road and Illinois Street.
<b>Response</b>		Text changed to “Phillips Field Road connects to Peger Road <b>and Illinois Street; it provides</b> access to the downtown industrial <b>area.</b> ”
<b>69</b>	Section 3.1, page 25	First sentence, add Peger Road.
<b>Response</b>		Text changed to “DOT&PF’s Primary Truck Routes in the Fairbanks area consists of the Parks Highway, Mitchell Expressway, Johansen Expressway, Parks Highway, Sheep Creek, Goldstream Road, <b>Peger Road</b> , and the Steese Highway.”

70	Section 3.1, page 25	The Anderson Road listed is in Clear, Alaska, not the Anderson Road in Fairbanks. Please remove reference in 3 <sup>rd</sup> paragraph (Anderson Road west of Airport Road (23% truck / 38 trucks) and the reference in Table 3-1.
<b>Response</b>		Reference to Anderson Road has been deleted from the paragraph and Table 3-1.
71	Section 3.1, page 25	No reference to the Peger - Van Horn – S. Cushman routes: a major industrial area of Fbks.
<b>Response</b>		<p>Information about Peger and Cushman were included in Table 3.1. The following text has been added:</p> <ul style="list-style-type: none"> <li>• Peger Road at Chena Bridge (7% trucks / 936 trucks);</li> <li>• Cushman Street north of Chena Bridge (4% trucks/250 trucks); and</li> </ul> <p>Truck classifications for Van Horn were not in the 2014 Annual Traffic Volume Report. A percentage was listed in the 2015 report and this information has been added to Table 3-1. Information about Cushman Street south of 30<sup>th</sup> Ave is listed in the 2015 traffic report and has been added to Table 3-1.</p>
72	Section 3.1, page 25	Last sentence on the page, are there no counts available for the volume of trucks on the Rich b/w FBX and NP?
<b>Response</b>		Sentence has been deleted. Information about truck percentages for the Richardson Highway at Big Bend (MP 359) has been added to Table 3-1.
73	Section 3.1, Table 3-1	In the matrix, Cushman Street and Barnette Street are listed as “North of Chena Bridge”. A footnote was added to state Cushman converted to one way in 2013. The same type footnote is also needed for Barnette Street. The AVCs are located at the north end of both bridges.
<b>Response</b>		In Table 3-1, the footnote was added to “Barnette Street North of Chena Bridge <sup>1</sup> ”
74	Section 3.1.1, page 26	<p>Weigh Station bullets: A new Weigh Station is located on the Richardson Highway at MP 358 between Fairbanks and North Pole.</p> <p>Also, should Weigh In Motion detectors be identified? One on the Steese Highway Milepost 10 at Fox.</p>
<b>Response</b>		<p>“Richardson Highway Weight Station, located near at Glenn Highway MP 358” has been added to the list of weight stations.</p> <p>The following text has been added about the WIM system.</p> <p>MSCVE also operates Weigh-in-Motion (WIM) stations to collect data such as vehicle gross weight, vehicle length, and vehicle classification. Alaska (statewide) WIM sites include:</p> <ul style="list-style-type: none"> <li>• Minnesota Drive, Anchorage</li> <li>• Tudor Road, Anchorage</li> <li>• Seward Highway at 76<sup>th</sup> Avenue Ramp, Anchorage</li> <li>• Ocean Dock Road (Port of Anchorage), Anchorage</li> <li>• Glenn Highway at Milepost 9, Anchorage</li> <li>• Glenn Highway at Milepost 53, Palmer</li> <li>• Steese Highway, Milepost 10, Fox</li> </ul>
75	Section	Last complete sentence “The ARRC passenger depot is only accessible via Danby

	3.2, page 26	Road.” The ARRC passenger depot is only accessible via the Alaska RR Depot Road (CDS Route 177218). Also, when referencing Danby, it is Danby “Street”, not “Road”. Same issue on page 27.
<b>Response</b>		Text changed to “via the Alaska RR Depot Road”. Page 27 changed to “from Danby Street and Philips Field Road”
<b>76</b>	Section 3.2, page 27	First paragraph, last sentence: I do not believe SOA, FNSB and the cities maintain ALL at-grade crossings in the region. This should be verified by the RR.
<b>Response</b>		Text changed to “...of maintaining most of the at-grade crossings in the region.”
<b>77</b>	“ “	2 <sup>nd</sup> Paragraph, last 2 sentences: Maybe rewrite to: From Fairbanks, the rail line heads eastward into North Pole and continues to EAFB. Freight operations continue on a year-round basis on this 28 mile stretch of rail.
<b>Response</b>		Last 2 sentences replaced with “From Fairbanks, the rail line heads eastward into North Pole and continues to EAFB. Freight operations continue on a year-round basis on this 28 mile stretch of rail.”
<b>78</b>	“ “	Last paragraph, third sentence, switch Fairbanks and Healy so it’s not assumed that the coal is leaving Fairbanks.
<b>Response</b>		Text changed. Sentence now says “In 2016, the ARRC was transporting coal between Healy and Fairbanks approximately four to five times per week as well as operating a freight train between Anchorage and Fairbanks five days per week.”
<b>79</b>	“ “	Last Paragraph: business names inaccurate: should be: Alaska West Express; Brentagg (not Brantagg) also ABI is Alaska Basic Industries.
<b>Response</b>		Text corrected. Text now reads “Alaska West Express, Flowline, Brentagg, and Alaska Basic Industries.”
<b>80</b>	“ “	Last Paragraph, please clarify that the goods are being transported by rail to the distribution center and do not get off the rail.
<b>Response</b>		
<b>81</b>	Section 3.2, page 29	First paragraph, end of third sentence. Remove double period.
<b>Response</b>		Paragraph has been deleted.
<b>82</b>	Section 3.2, Table 3-4 page 29&30	Split matrix, move to page 30.
<b>Response</b>		Table has been reformatted to fit on one page.
<b>83</b>	Section 3.3, page 30	Fourth sentence, remove double period.
<b>Response</b>		Second period deleted.
<b>84</b>	Section 3.3, page 32	First Paragraph, last sentence: Add space before “shows”.
<b>Response</b>		Space added.
<b>85</b>	Section 3.4, page 33	First paragraph, pipeline runs parallel to the Elliott & Steese highways North of Fairbanks (Dalton Hwy begins way north of the FMATS area (about 70 miles).

<b>Response</b>		Sentence revised to say “The pipeline runs parallel to the Elliott and Steese highways and is partially located within the study area (see <b>Error! Reference source not found.</b> )”
<b>86</b>	Section 3.5, page 33	Second paragraph, fuels not directly to FMATS – fuels & freight move from Fbk/North Pole to Nenana & the Yukon River via Steese/Elliott/Dalton hwys
<b>Response</b>		Second sentence revised to say “Freight is often brought from Fairbanks to Nenana where it is transported to communities along the Yukon River system.”
<b>87</b>	Section 3.6, page 34	don’t realize the amount of rail freight which flows not through ARRC yard but through Alaska West Express via S. Cushman and S. Lathrop into Fbks/NP area. NOT ALL RAIL FREIGHTS TRUCKS OUT OF THE ARRC TERMINAL AREA! Alaska West Exp is the #2 customer of ARRC in Fbks! All the AML (Alaska Marine Lines barge freight routes through AWE in south Fbks!).
<b>Response</b>		Reference to Fairbank rail yard removed from text. Revise sentence says “For example, goods that travel from Anchorage arrive by rail and are transferred onto trucks to reach FAI, located southwest of the city.”  This sentence is meant to give an example on an intermodal freight movement and is not meant to be all inclusive. The plan recognizes that not all freight brought to Fairbanks by rail is offloaded at the ARRC terminal.
<b>88</b>	Section 3.6, page 34	Second paragraph, 4 <sup>th</sup> sentence, might want to reword, stating Fairbanks before Anchorage so it is clear that Fairbanks is the hub.
<b>Response</b>		Sentence revised to say “Because of Fairbanks’ role as the Interior region’s hub, most goods arrive in Alaska through Anchorage and are then transferred to Fairbanks by rail and truck.”
<b>89</b>	Section 3.6, page 34, second paragraph	Fresh groceries – not just by rail!! Much of the fresh groceries route by truck via the Alcan/Richardson Hwys (Same goes for Anchorage – by the way).
<b>Response</b>		Sentence revised to say “These goods typically consist of various freight commodities such as fuel, construction products, and animal feed that are transferred by air to outlying communities.”
<b>90</b>	Section 4, Figure 4.1	Is this meant to be a statewide map of freight routes?? No reference to the routes to remote villages via barge or air. Barge to west coast communities and also to the Yukon River communities not shown – only the road/rail routes. I would expect a freight study to include all routes.
<b>Response</b>		Figure 4-1 is from the FMATS Metropolitan Transportation Plan. It is not meant to be a statewide map of freight routes. It is to highlight routes of critical importance. The plan will consider all relevant routes.
<b>91</b>	Section 4.1, page 35	Delete extra spaces before third sentence.
<b>Response</b>		Extra space deleted.
<b>92</b>	Section 4.2, page	First Paragraph, first sentence: The Dalton Highway is the ONLY surface transportation link to the oil fields on the North Slope.

	36	
<b>Response</b>		The first sentence now says “The Dalton Highway is the main connector link, and the only surface transportation route, between Fairbanks and the oil fields located on the North Slope.”
<b>93</b>	Section 4.2, page 36	First paragraph, inaccurate!! The freight winter/spring does not increase due to <u>development</u> of the ice roads ... It is because of the <u>re-supply efforts</u> to get goods/materials to the remote locations which utilize ice roads though the winter seasons. Modules are <u>up to 100 Tons &amp; 20 feet wide</u> - Not “generally” (that weight / size).
<b>Response</b>		Sentence changed to read “Freight designed for Purdhoe Bay and the North Slope generally increased in the winter and spring due to <u>the re-supply efforts to transport goods and materials to the remote locations that rely on ice roads through the winter season.</u> ”  Text changed to “...transported by road are <u>up to 100-tons and 20-foot-wide.</u> ”
<b>94</b>	Section 4.2, page 36	Middle section of page, clean up spelling and punctuation. Extra lines, “to53” “83 feet.,” “North Slop” “can reach be approximately”
<b>Response</b>		Text corrected.
<b>95</b>	Section 4.3, page 36	The term is: time-sensitive <u>not</u> time-dependent
<b>Response</b>		Sentence changed to read “Much of the freight that comes to Fairbanks by truck from Canada and the Lower 48 States are also time- <u>sensitive.</u> ”
<b>96</b>	Section 4.3, page 36	What type of goods/freight comes through FBX by truck from Canada?
<b>Response</b>		Sentence has been revised to say “Much of the freight, <u>such as fresh groceries</u> , that comes to Fairbanks by truck from Canada and the Lower 48 States are also time- <u>sensitive.</u> ”
<b>97</b>	Section 4.3, page 36	Last sentence: Rework sentence.
<b>Response</b>		Sentence revised to say “Other goods typically travel to Fairbanks <u>by rail or truck from ships</u> that offload at ports in the Southcentral region.”
<b>98</b>	Section 4.4, page 36	What about air? Please explain what thoroughfares are.
<b>Response</b>		Text corrected. Sentence now says “Fairbanks is connected to Japan, China, and other international markets largely by <u>air.</u> ”
<b>99</b>	Section 5.1.1, page 37	Last 2 sentences: I believe AIP (Airport Improvement Plan) should replace AIAS (Alaska International Airport System) in this context. The DOT&PF manages the AIAS (Fairbanks and Anchorage) and the majority of local community airports throughout the state.
<b>Response</b>		Text revised to say “DOT&PF manages the <u>Airport Improvement Program</u> and the Statewide Transportation Improvement Program (STIP). The DOT&PF manages <u>AIAS (FAI and Anchorage) and more than 250 rural airports</u> throughout the state.”

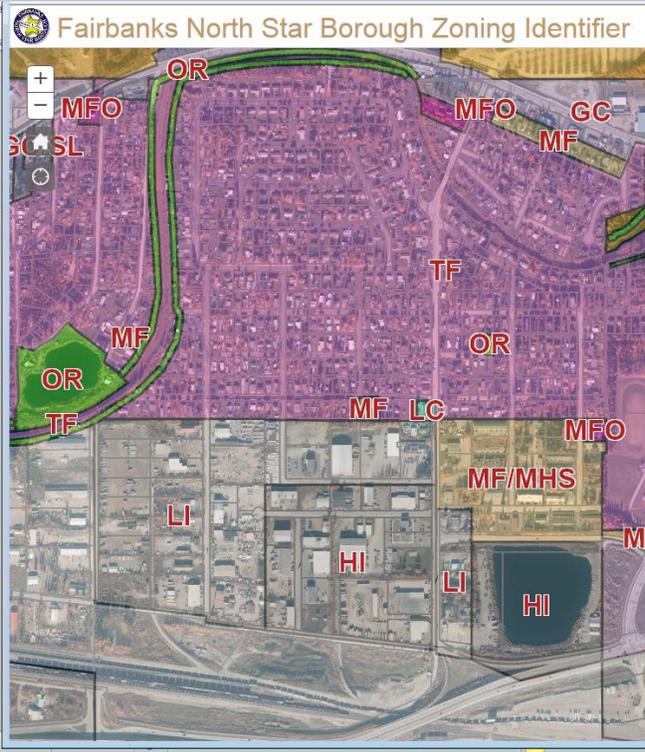
<b>100</b>	Section 5.1.2, page 37	First Paragraph, first sentence: Plans mentioned will not be completed in 2016. Move completion date to 2017.
<b>Response</b>		Text changed to 2017.
<b>101</b>	“ “	Second paragraph, last sentence, how are routes designated?
<b>Response</b>		The AAC does not specify how the routes were designated. Text has been modified to say “(see 17 AAC 25.014 for additional details <b>including a listing of routes.</b> )”
<b>102</b>	“ “	Second paragraph, last sentence, should read “15 feet <u>in height</u> ”?
<b>Response</b>		Text changed to “For example, vehicles may not exceed 15 feet <b>in height</b> except those operating between the Fox Weigh Station and Purdhoie Bay on the Dalton and Elliott Highways which may have a height of 17 feet. “
<b>103</b>	“ “	Source at the bottom of the page, should that state “tractor” trucks?
<b>Response</b>		The word “tractor” has been changed to “ <b>tractor</b> ”.
<b>104</b>	Section 5.2.1, page 38	Second to last sentence, reference to ARM (AK Rail Marine) – should read “between lower 48 states to Alaska” not “between AK and lower 48 states” which would better reference the freight flow.
<b>Response</b>		Sentence changed to “ARRC also owns the Alaska Rail Marine, which barges freight between Lower 48 States <b>and Alaska.</b> ”
<b>105</b>	Section 5.2.2, page 38	Reference to “gas” should read LNG or liquefied natural gas. The term gas could mean gasoline
<b>Response</b>		The reference to “gas” has been changed to “ <b>LNG</b> ”
<b>106</b>	Section 5.3.1, page 38	Last sentence, strike “Technical and” as well as the “s” after Policy Committee.
<b>Response</b>		Text changed. Sentence now says “FMATS is guided by the goals provided from its Policy Committee, and helps develop region-wide plans for multimodal transportation.”
<b>107</b>	Section 5.3.2, page 38	FMATS is starting the process of the <b>2045</b> MTP update.
<b>Response</b>		“ <b>FMATS has started the process of the 2045 MTP update.</b> ” has been added as the last sentence is Section 5.3.2
<b>108</b>	Section 6.1, page 39	I thought that this section was good, but it was difficult for me to call of the identified areas “bottlenecks and congestion” as much was based on perception. I would have liked to see more quantifiable data.
<b>Response</b>		The bottlenecks and congestion section was identified based on a literature review and stakeholder input consistent with the scope of work for the project.
<b>109</b>	Section 6.1, page 40, bulleted list	1. 1 <sup>st</sup> bullet. I still have concerns about how this reads. While the public may perceive this as not enough green time, the actual issue the intersection configuration cannot adequately serve the volumes of traffic coming through it during AM and PM peak times. Maybe just copy what it says for Cushman/Airport a few bullet points down the list.

		<p>Also, at-grade crossing at University Avenue during peak travel hours should be modified to something along the lines of “an at-grade rail crossing of University Avenue approximately 800 feet north of the intersection during morning peak hour.” (I don’t believe the train comes thru during PM peak)</p> <ol style="list-style-type: none"> <li>2. 5<sup>th</sup> bullet (Steese/Jo) – insufficient vertical clearance would be better terminology than ‘too low’</li> <li>3. 7<sup>th</sup> bullet (S. Cushman and 23<sup>rd</sup>) – the issue is the stop bar placement for northbound left. (it hasn’t been fixed, but if it were moved south, it would open up the turning radius area)</li> <li>4. 3<sup>rd</sup> to last bullet (Rich/Old Rich)- please clarify this is the MP 351, 12-mile or 12-mile Village Rich/Old Rich intersection to clarify which Rich/Old Rich intersection this is</li> <li>5. Last bullet page 40 and figure 6.2 – should be 34<sup>th</sup> Ave, not 34<sup>th</sup> St</li> </ol>
<b>Response</b>		Text has been changed to reflect the edits listed above.
<b>110</b>	“ “	First bullet, “at-grade <u>ARRC</u> crossing at University Avenue...”
<b>Response</b>		Text changed to “...at-grade <u>ARRC</u> crossing...”
<b>111</b>	“ “	Second bullet, please add “North and South bound” left turn queue length...
<b>Response</b>		Sentence changed to “ <u>North and South bound</u> left turn queue...”
<b>112</b>	“ “	Third bullet, doesn’t the crash data support this?
<b>Response</b>		Text changed to “Issues related to delay, congestion, and <u>the crash rate exceeds the statewide average;</u> ”
<b>113</b>	“ “	Fifth bullet, hasn’t this been fixed?
<b>Response</b>		To our knowledge, this issue has not been fixed but will be addressed in 2017.
<b>114</b>	“ “	Sixth bullet, insert word “which has <u>been</u> improved”
<b>Response</b>		Text changed to say “which has <u>been</u> improved”
<b>115</b>	“ “	Tenth bullet, the roadway speed limit has been increased to 65 mph.
<b>Response</b>		
<b>116</b>	“ “	Eleventh bullet, restricts the left-turns from North to West-bound.
<b>Response</b>		Text revised to say “Old Steese Highway and Trainor Gate: Constant traffic flow restricts left-turns <u>from North to West-bound</u> ”
<b>117</b>	Section 6.1, page 42	Top bullet should be with others on page 40, before the map
<b>Response</b>		Bullet relocated to be above map
<b>118</b>	Section	Second paragraph, last sentence, where were the three fatal crashes?

	6.2, page 42	
<b>Response</b>		The source of this information did not provide a location. It only listed number of crash fatalities.
<b>119</b>	“ ”	Third paragraph, third sentence, change to “injured <u>or</u> killed”
<b>Response</b>		Text changed to “injured <b>or</b> killed”.
<b>120</b>	Section 6.2, page 44, Overhead Signal Mast Arm Clearance	<p>Vertical clearance is less a safety concern than an inconvenience. Over height vehicles currently have to travel during late night hours and deploy traffic control to go around the signals, but there are tried and true ways to navigate with minimal out of direction travel.</p> <p>The sentence that begins with “For example, Peger Road, Davis Road and Danby Street...” is confusing. Try something more like: Insufficient vertical clearance was identified at traffic signals along the Peger Road and Steese Expressway corridors as well as at the Danby Street and Johansen Expressway intersection. (the only signal on the Rich is at Airport Way, and since that’s the beginning of the Steese, it doesn’t need to be stated separately since there are no other traffic signals on the Rich). Also, please don’t use the term “stoplight”</p>
<b>Response</b>		<p>Overhead Signal Mast Arm Clearance has been made its own section instead of a subsection under Safety. The first section has been revised to say “important concern” instead of “important safety concern”</p> <p>Sentence replaced with “Insufficient vertical clearance was identified at traffic signals along the Peger Road and Steese Expressway corridors as well as at the Danby Street and Johansen Expressway intersection.”</p> <p>A search was done for the term “stoplight” and, with the modification of the sentence listed above, there are no other occurrences of this term.</p>
<b>121</b>	Section 6.3, page 44	First paragraph, second sentence, please elaborate on what an industrial reserve is.
<b>Response</b>		The phrase industrial reserve has been replaced with “industrial <b>area</b> ”. This is used to identify an area with industrial land uses.
<b>122</b>	“ ”	If this is an existing conditions report, why is a solution (larger shoulders, sidewalk space and better lighting) offered here? Seems to me the entire second paragraph belongs in a future report. The problem in PFR is narrow and can’t accommodate all users and is adequately discussed in the first paragraph
<b>Response</b>		Paragraph deleted.
<b>123</b>	“ ”	There is a project that is planned to construct next summer called Phillips Field Road Improvements, that will correct some of the deficiencies identified in section 6.3, including adding 4’ shoulders to the road.
<b>Response</b>		A sentence saying “The Phillips Field Road Improvements project, planned for 2017, should correct some of the identified deficiencies along the road including adding 4 foot shoulders.” has been added.
<b>124</b>	Section	I still don’t like the sentence about the schools. NPHS is over ½ mile from the tracks

	6.4.1, page 45, 1 <sup>st</sup> paragraph	<p>and is noted as being close, but West Valley and Hutchinson are directly adjacent to the tracks and have no mention. As I shared in my previous comments, Ladd Elementary might be near the tracks, but the attendance area doesn't cross the tracks, so there isn't an issue with Ladd's proximity to the tracks. More thought on what is close or why it is an issue is warranted.</p> <p>Similar to my comment about Phillips Field Road above, the last sentence about reducing the number of at grade crossings is jumping to conclusions that probably don't belong in an existing conditions report. Furthermore, placing this sentence right after the sentence about the schools implies the crossings closest to the schools should be grade separated, and this may not even be practical.</p>
<b>Response</b>		The sentence regarding schools has been replaced with "At-grade crossings located on school bus routes are also a concern because of potential safety issues and accidents." The sentence about reducing the number of crossing has also been removed.
<b>125</b>	Section 6.4.1	First paragraph, first sentence, please replace "multiple" with "dozens of"
<b>Response</b>		Text changed. Sentence now says "The most significant rail safety issues within Fairbanks pertain to the dozens of at-grade rail crossings within the study area."
<b>126</b>	" "	First paragraph, last sentence, or relocating the track
<b>Response</b>		This sentence has been removed.
<b>127</b>	" "	Second bullet, awkward wording "coming from on to the"
<b>Response</b>		Text changed to "coming to or from the Steese Highway."
<b>128</b>	" "	Also as stated in last review comments- Rich 3 mile crossing and Peridot are notably absent from the bulleting list in this section. Even if they weren't public comment, a "literature review" should have identified them.
<b>Response</b>		<p>It is assumed that the commenter is referring to the 3-Mile at-grade rail crossing and the Richardson Highway/Peridot Street crossing. The following text has been added:</p> <ul style="list-style-type: none"> <li>Richardson Highway/ARRC 3-Mile Crossing: This location has a history of crashes that can be partially attributed to the relatively high volume of fuel trucks and school buses that must stop at the crossing and temporarily block one of the two through-lanes in each direction;</li> <li>Richardson Highway/ Peridot Street – This is an unsignalized crossing which has high traffic volumes and often has high delays during the afternoon peak hour. During the peak period, there are insufficient gaps in traffic on the Richardson Highway making it difficult to turn;</li> </ul>
<b>129</b>	Section 6.6, page 46	First sentence, add "relatively high heating fuel prices..."
<b>Response</b>		Text changed. Sentence now reads "Historically, Fairbanks has had relatively high heating fuel prices, but those have lowered in recent years."
<b>130</b>	Section 6.7, page 46	Highlighted statement, has the interview happened?

<b>Response</b>	Yes, this information has happened. The information included in the report remains valid and no changes were made as a result of the interview. Interview results will be incorporated as appropriate into the subsequent Freight Mobility Plan tasks.
<b>131</b>	Chapter 6 Same comment as before- there are many issues identified in Appendix B that were not brought into Chapter 6. Why aren't these issues important, but others are? For example, turning radii at Dawson/Buzby made it into the report, but turning radii at Geist/Parks does not. It's the same issue (too tight for doubles)...
<b>Response</b>	<p>This list includes locations where the deficiency has been identified. The following additional locations have been added to the text:</p> <ul style="list-style-type: none"> <li>• Chena River Road/Chena Pump Road: This intersection has delays and a short weaving distance for traffic going from Chena Ridge Road to the Mitchell Expressway;</li> <li>• Driveway Street: The roadway is too narrow and trucks typically need both lanes to turn onto Phillips Field Road;</li> <li>• Parks Highway/Geist Road: Insufficient turning radii for doubles;</li> <li>• .Drum Avenue (near Atna Court) and Hollowell Road: Roads are in poor condition.</li> <li>• College Road: The roadway is too narrow;</li> <li>• Airport Road: Poor signal timing</li> <li>• Van Horne Road: Insufficient vertical clearance for overhead lighting</li> <li>• Phillips Field Road: The roadway is too narrow and has no shoulders which cause conflicts with other users. The road can be icy during the winter.</li> </ul> <p>A footnote saying "For a complete list of locations that were identified with identified issues or suggested improvements, please see Appendix B." has also been added.</p> <p>All locations identified in the Existing Conditions Report and in Appendix B will be considered as part of the planning process.</p>
<b>132</b>	Section 6.8, page 47 I agree with much of this section, but I think there needs to be more information about non-general use zoning. While much of the FNSB is zoned general use, the majority of the urbanized area has a more Euclidian type zoning, including several large industrial areas where residential uses are prohibited. Most of the large industrial areas mentioned in this report are in fact zoned for industrial purposes and this should probably be called out.
<b>Response</b>	<p>The following text about other zoning districts has been added.</p> <p>Other zoning designations in the FNSB that could experience substantial freight movements include:</p> <ul style="list-style-type: none"> <li>• General Commercial District (GC) – to provide for a wide variety of retail, office, wholesale, personal service and other general service uses. This district is located at the edge of residential areas and at the intersections of arterials and major collector streets and roads.</li> <li>• Heavy Industrial District (HI) – to provide for heavy manufacturing, fabricating, assembly, disassembly, processing and treatment activities.</li> <li>• Light Commercial District (LC) – to provide light commercial uses and to provide a buffer for residential areas.</li> </ul>

	<ul style="list-style-type: none"> <li>Light Industrial District (LI) – to provide for light manufacturing, fabricating, assembly, disassembly, processing and treatment activities in a suburban or urban environment</li> </ul> <p>Much of the ARRC yard is zoned HI. Many of the parcels that are adjacent to the rail yard are zoned HI, LI, or GU. The airport is zoned LI. The parcels adjacent to the airport have a variety of zoning designations including HI and LI. Much of the land south of the Mitchell Expressway is zoned HI, LI, or GU.</p> <p>Please see Title 18 of the FNSB code for definitions of all the zoning designations in the FNSB. For information about the specific zoning about a parcel, please see the FNSB interactive zoning map available at <a href="https://fnsb.maps.arcgis.com/apps/Solutions/s2.html?appid=fb79382fc3114017a9d7a120cf107d0d&amp;name=ArcGIS%20Online">https://fnsb.maps.arcgis.com/apps/Solutions/s2.html?appid=fb79382fc3114017a9d7a120cf107d0d&amp;name=ArcGIS%20Online</a></p>
<p>133</p>	<p>“ “</p> <p>The end of the second paragraph, add some verbiage for an example. Like “One such area is Hanson road...” and explain the circumstance.</p>
<p>Response</p>	<p>The following text and map were added:</p> <p>One such area is Hanson Road (see <b>Error! Reference source not found.</b>). The Hanson Road area is a mixed of light and heavy industrial uses. Immediately to the north of this area, is a large residential area (designated as Two-Family Residential (TF), Multiple-Family Residential (MF), and Mobile Home Subdivision (MHS)).</p>  <p>The map is titled "Fairbanks North Star Borough Zoning Identifier" and shows an aerial view of a city area with various zoning districts overlaid in different colors. The districts include OR (Orange), MF (Multiple-Family Residential), TF (Two-Family Residential), LI (Light Industrial), HI (Heavy Industrial), MFO (Medium Density Office), GC (General Commercial), LC (Local Commercial), and M (Mobile Home Subdivision). A green line highlights a specific area in the northern part of the map, likely corresponding to the Hanson Road area mentioned in the text.</p>
<p>134</p>	<p>Section 7</p> <p>Please add Phillips Field Road project.</p>
<p>Response</p>	<p>The project has been added.</p> <ul style="list-style-type: none"> <li><b>Phillips Field Road:</b> This HSIP project includes reconstruction of Phillips Field</li> </ul>

		Road from just west of Fox Avenue to Driveway Street (approximately 4,000-ft), to facilitate the addition of 4-ft paved shoulders, geometry improvements, and removal of existing utility poles adjacent to the roadway. These improvements are designed to enhance safety and accommodate both motorized and non-motorized traffic on Phillips Field Road.
135	“ “	Potential Tank Farm- include that it is on Hanson Road and provide more details.
<b>Response</b>		The text has been revised to say “A new tank farm may be constructed in Fairbanks on Hanson Road.” As part of this project, the tank farm operator was contacted and they indicated that additional information about the tank farm is not public information at this time. As a result, it is not included in this report.
136	“ “	The 4 <sup>th</sup> bullet project is also an HSIP project and should be labeled similar to the project below it.
<b>Response</b>		Text revised to say “This Highway Safety Improvement Program (HSIP) project will construct a single-lane roundabout...”
137	Section 8, page 51	Consistent formatting is needed for many references (underlining)
<b>Response</b>		Formatting of references has been corrected.
138	Appendix A	No reference to the freight route in south Fbks: no reference to the Peger - Van Horn – S. Cushman routes: a major industrial area of Fbks. Many of my comments on the Existing Conditions Report would apply to this section.
<b>Response</b>		Appendix A summarizes the findings from existing freight related reports and plans for the Fairbanks area. If these routes were not identified in these other documents, they would not be identified in Appendix A. Freight routes have been identified in the plan and in Appendix B.
139	Section 11, Page 18	My only comment is that the Comprehensive Plan map needs to be considered and it doesn’t appear that is was. This map is still the official map that every area re-zoned needs to conform to. This is very key, particularly in industrial areas or areas that are recommended to be industrial. The descriptions of each category are available in the L.U section of the Regional Comprehensive Plan.
<b>Response</b>		The Comprehensive Plan includes the comprehensive plan and will be considered as part of the planning process.  “The comprehensive plan map identifies areas that are industrial in nature or that may be rezoned to industrial in the future. Changes to land use and zoning in the FNSB are expected to be consistent with the comprehensive plan map.” has been added to the Key Freight Conclusions and Finding section. “The plan map also identifies areas that may be suitable for industrial development.” has been added to the Applicability to FMP section.
140	I would expect a freight study to include all routes of freight – this does not. It does mention them, but not in the general presentations or summaries.	
<b>Response</b>		Comment noted. Additional information about the routes not included in the summaries would be needed to made changes to the plan. This document is only the existing conditions report summarizing the existing conditions. A Freight Mobility Plan will be developed which includes existing and future conditions will be

developed during future project tasks.