

## **Message to Officials**

Stop the corporate welfare that Kinross is taking advantage of!

have a backbone and do the right thing

Disallow entirely. Build their own access road or pay a toll for use. A railroad is also highly needed. Military convoys need to also make their own ice road or use the railroad. The poor tires on the endless 100+-platooning of military convoys is a fool's idea of military readiness. Readiness is vehicles with proper tires and training exercises that construct ice roads and bridges which will give them the proper training for real-time military readiness in Alaska. See other comments above as thusly stated: I live 200-mile round trip to Fairbanks, where I am dependent for medical, emergencies, groceries, family needs. The tender lifeline of the Richardson Highway is the means for my accessing the basics of life. Likewise the WWII bridges are Alaska's critical lifeline for food, fuel, construction, military for the needs of our livelihood. All of Alaska's gatekeepers for the public safety and highway accountability have been derelict in their responsibilities to the public welfare due to cronyism and opportunism for protecting the venues of this most beautiful frontier. During the winter, interior Alaska has five hours of daylight and temps as low as -50 along with blowing powdery snow and black ice. When a huge truck passes an oncoming vehicle, there is a whiteout, a complete lack of visibility for the oncoming car, who has to think about vehicles to following him. It is a complete abdication of stewardship to give away our highways, to give a free ride to a foreign resource extraction company, to greatly risk safety in using our fragile, NON-Interstate highways for the abuse of 80-ton, 90-foot long double trailer trucks to pound our highways every 12 minutes, day and night for five years plus. It is a sin for our elected gatekeepers to make legislative deals to allow this for all of Contango's mushrooming further gold claims for the purpose of lining Kinross, Contango and Black Gold pockets. Such poor decision-making for the purpose of keeping Ft Knox alive because the owners thereof don't want to pay the enormous costs and do the complicated mandatory permits for shutting down Ft Knox and its financial pipeline to Fairbanks. For what? the abuse of our ecology, of our fragile highways and an exaggerated dream of what foreign mining companies do for Alaska. Foreign companies who think it's okay to run behemoth trucks every 12 minutes, 24/7 and who refuse any responsibility for upkeep to Alaska's highways should be disallowed for this unprecedented giveaway of corridor use. Heretofore resource extraction companies have either built their own venue or paid a toll. Black Gold and Kinross have taken extreme opportunism of the outdated, pipeline era allowance of calling Alaska's roads interstates, which they are not. To allow AKDOTPF to make arbitrary assessments of the definition of Interstate and to be equally arbitrary re WWII bridge limits, strength of our roads and bridges is to allow the fox in the hen house to oversee the birds.

The foreign mining company took advantage of our state. They want something we have. Why isn't our leadership making the rules instead of them. Who is watching out for the Alaskans who have businesses and have invested decades in our beautiful state? Who has OUR back???

The 2018 Peak Gold, Inc (before being bought out by Contango) Economic Feasibility study clearly shows a mill at the mine site is possible and remains profitable.

Proper pre-construction review of environmental impacts, including impacts to any public roadways used and populations living along them, must precede development, particularly large-scale mining development.

Don't say something--do something.

There is a place for mining, there's a place for industrial trucking. But it's not on public roads or in public backyards. This survey hasn't even addressed the acid and sides that are being spread along the corridor into our waterways. It is a deterioration for the State Of Alaska that may take years to correct if it's not stopped now.

This is corporate welfare that results in a net revenue loss to the state of Alaska and her residents. The amount of money that the State of Alaska subsidizes this mining company is more than all even wages this company has paid to Alaska residents!

Stop it now. Driving to Delta is difficult. Roadwork is common in the summer, however, much of the work and delays this summer are for Black Gold Trucks and the industrial ore haul. Have timed trucks several times and they are frequently 10 minutes a part. Returning to Tok from Fairbanks there are delays as massive trucks slowly get up to speed causing travelers to pile up behind and pass as quickly as they can to get away from these huge trucks.

Our public roadways should not be used as haul roads for mining activity. Mines should be required to process the ore on site.

Any current and future use of public highways for this purpose should be required to be vetted by a public planning and review process.

The Tetlin ore haul, while supported by the Dunleavy administration as promoting private industry, has, in reality, always been premised on enormous hidden State subsidies. Chiefly, Alaska pays added public road expenses that Cotango would otherwise bear were they to build a private haul road or a mine-adjacent mill. Ultimately, the venture will generate wealth, but only for the Outside-based mining company, while Alaska will pay the costs and be made poorer via an astonishingly inequitable arrangement. This neglects the long-term risks of accumulating yet more cyanide heaps at the Chena River headwaters that are bound to eventually fail in the manner causing havoc at Mayo in the Yukon. On that basis, we would have been better off if the State simply gave Cotango a billion dollars and never commenced mining.

I expect our elected officials to protect our financial interests and our well being.

These mining companies should not have a blank check to rip and tear.

Why do you only care about making money and not the damages you are inflicting on Alaska. The photo in the paper of the first brick should have been donated to the state to mediate the damage you are doing.

The Manh Choh ore haul is a colossal mess that has changed the traditional nature of mining in Alaska. How all the State departments have caved in to the mine lobby is appalling. Planning, routing, engineering and studies have all been mismanaged. It has got to stop or we shall permanently degrade our Alaskan lifestyle all for foreign entities that do not pay their way. The preceding answers show what needs to be changed in our state laws, regs and taxes.

It's obvious the majority of affected communities do not want the ore haul to continue as is. I want to spit everyday when I see the trucks on our roads. The mere thought of not getting any fees, royalties what have you for the great inconvenience, less quality of life, knowing that our state sold us out. What about the enormous residual rock left here in our neck of the woods and the huge hole in Tetlin? We can't sustain that kind of heap. Truly believe only Ft. Knox employees, Black Gold Transport and the investors are the only ones jazzed about all this bologna. Our elected officials heard from us already, they act like they don't live here. Bunch of puppets.

SOA gains nothing from this resource extraction. If this kind of mining is to continue, the SOA needs to increase royalty percentages and require companies to reimburse the SOA for any damage to public infrastructure. Or better yet devise ways to reduce/eliminate use of public infrastructure altogether.

It needs to stop. It is negatively impacting traffic and our roads. It is dangerous, especially with winter coming up. If the village in Tok wants to mine their gold then they need to process that ore on site, not 250 miles away.

Why should Alaska residents subsidize foreign mining companies? The good old boy system of politicians letting their so-called pals have sweetheart deals for some stated or unstated future payback is corrupt and ethically wrong. Some call this "Republican socialism" where you privatize the profits and social the cleanup. Just look at Victoria Gold's Eagle Mine in Yukon Territory.

Make the mining companies pay appropriately for their use and impact on roads, Consider damage to the environment (water, soil, air) and citizen health and have mining companies provide compensation.

Alaskan gold is being stolen from our state by foreign players to the detriment of small miners/ citizens of Alaska. ALL similar operations, plus THIS operation need to pay for maintenance on roads they travel on. (That first bar of gold that was celebrated should have been a down payment for the extra road maintenance.) Better yet build a mill at the mine/s and/or extend the railroad so citizens/ tourists can use our roads safely and in peace. Tourists bring more benefit/money to the State than foreign mining operations, and will stop coming IMO. If foreign companies get by with this "test" haul, it will quickly multiply to the point there will be no roads in the State free from being industrial roads. We did not make our home in Alaska to see it destroyed by an uncaring foreign mining operation who destroys our State, grabs our gold for pennies, and runs. Seeing the picture of the flat as a pancake moose hit by the Black Gold truck, makes it clear our treasured Alaskan animals will be eliminated to

the point of no return, far more than any predator or hunting would cause. There is just so much wrong with this picture! Whose pockets are being lined?? Not the everyday Alaskan citizen.

Alaska interior roads have enough maintenance issues as it is without the large truck traffic, what is the plan to improve the system?

These trucks accelerate and decelerate very differently from other vehicles. Speed differential is a well established cause of crashes. These trucks do not belong on public roads, not even if they paid for the damage they cause. Alaskans do not want to spend their summers in long lines waiting for the pilot car in construction zones repairing damage from these trucks. Politicians will never make them pay for the damage they cause. Politicians will never agree to fix state law and prohibit this abuse. The mining companies have identified a weakness in our laws and have chosen to fully exploit it with the assistance of the governor. If we don't stop this now with just one mine doing it we are lost. The Infrastructure bill is providing a short term windfall for projects, we shouldn't waste it on repairing this damage, it will be a long time before this generous funding comes along again. Isn't it interesting that the state finally wants to replace bridges and repair highways that have long needed it? It is appalling how elected officials are so supportive of the mining folks and have no regard to the damage they do.

Talk to the local citizens that will be impacted and truly try to take their recommendations into consideration.

Don't just go out and deafly listen. Actually take constructive criticism to heart!

You never listened to the people...you sold out

**DO SOMETHING!!!!**

This private business plan significantly threatens my family. Medical transportation over these deteriorating roads is inhibited. My own travel is affected. These rattle our log home and we can hear them driving by all through our home. It's no longer possible to enjoy our front yard as we can not hear conversation from the noise.

State of Alaska legislators must pass laws with maximum standard weight & length limits, requiring permits & fees for every truck that is overweight &/or over-length, recovering some of the costs of these vehicles for road damage.

Listen to the majority of Alaskans.

Our elected officials are not serving the best interests of the citizens of our state when they allow large industry to come in and threaten our safety, health, and state infrastructure.

Our officials should make legislation - or laws - stating that these major mining operations must, when applying for mining permits, bundle together permits for the mine, the ball mill, and the settling ponds. If they cannot get one of those permits, they should not get any one of those permits. And as Alaskans, we should be getting way more royalty for our gold!

You might notice that we answered 'no' regarding weight restrictions. Well, we do not feel

that the companies that truly benefit Alaskans, and that have been conducting business for years without taking advantage of the state should be penalized for this whole DSO scheme. And yes, it is a scheme, a bad business practice. 'Kinross does care, but only about Kinross!'

As a side note, we are very familiar with the Pogo Mine, and it's practices. For instance, the Shaw Creek Road is an approximately 50 mile road that they built, and no private individual can drive on it, even though they don't haul ore over it!! They have the ball mill and settling pond onsite so they are not taking advantage of the public highway system that we Alaskans have built and maintain. Most people are not even aware that Pogo Mine is there, because they are a private mining company and do not use our highways for their corporate gain.

By our 'officials' allowing this DSO, they have made themselves look bad, and put themselves under suspicion of being part of a shady underhanded operation. No one that we have talked to approves of this DSO, and everyone that we have talked to wonder what these so-called 'officials' are getting out of it to have gone along with it.

You screwed us over royally for campaign contributions. You are supposed to work for Alaska citizens not for profit mining companies. You are all lowlife scumbags.

Pass legislation that makes the mining companies financially responsible for fixing the damage they do to our roads.

This message is NOT for the non-elected State workers who work hard to keep this State functioning. They do a great job and generally do it well. This message is for the slash and burn capitalists with the social consciousness of a slug who screw us over to pay for whatever new toy or house upgrade they want. And sure as heck they don't live here but maybe recreate catching our fish and hunting our moose before they get back on their private jets and fly back to London or Sydney or wherever crap city they hang out. I have no use for them, these privileged sons of rich guys who add nothing of value to our great state or its great people. Pure power politics who buy whole tribes to get what they want. For once I'd like to see these twits experience one of their haul trucks driving through their neighborhoods every 15 minutes and blocking the limos their wives take to get their nails done and to send their spoiled spawn to school.. Actually, that's an actionable idea. Need to start working on that.

Cheechako mining "officials" require ADULT SUPERVISION as their thinking is in need of adjustment & EDUCATION! Alaskans won't tolerate sick thinking, theft of tax dollars, egregious & deliberate damage to public roads, reckless endangerment of others on Alaska's highways OR violating the 2 oaths drivers swear to uphold when they sign a motor vehicle operator's license.

All this & these mining officials don't even have PERMISSION from the TRIBE! Sheer economics reveals the necessity of processing ore AT THE MINING SITE!

Why do you think anyone would allow deliberate destruction of our ecosystem? What happens to what already exists, when YOU DUMP trailer load after trailer load of crushed ore on the topography of north Fairbanks? Are you guys slamming drugs? On meth or heroin?

Then why ACT like you've lost all reason?

I would ask certain legislators and especially Governor Dunleavy if they remember when it happened?

The moment they sold out.

When big oil came to Alaska they built the haul road and have paid many billions to us, although not as many billions as they should have. The miners want us to build them roads, maintain them and continue to charge them almost nothing to mess up our lives. Typical red state garbage.

They work for the miners and will not pay any attention to the public unless the political balance in the state shifts. That is not going to happen anytime soon. Next they will want a sales tax with a limit so the rich will pay a smaller piece of their pie than the poor and middle classes.

Like most red states the place has become a much less enjoyable place to live. Glad to spend winters away anymore.

I believe that your duty is to the well-being of Alaska's citizens, NOT the mining industry. DSO is an obvious scam to make Alaskans pay for infrastructure that supports the profits of private corporations, not Alaska. I am beyond disgusted that we have to watch our elected and Dunleavy appointed "public servants" like hawks to preserve the health and safety of Alaska and Alaskans.

Very concerned about costs being shifted from highly profitable companies to the public, while the companies are using the public resources.

No project of this scale should be allowed to proceed without a full environmental review. Permitting process for road users should be reviewed: why are foot race and bike race organizers required to get DoT permits (when running and biking are legal uses of the road) while an ore haul does not require permits?

Those in the Legislature going along with the Dunleavy/Trump philosophy should be ashamed!

Please clean the highway shoulders weekly

This questionnaire is grotesquely subjective and leading. Mining is a significant employer, especially local employment, and consumer of electricity. Pushing them out of business will put everyone's power prices up. The trucks are legal and pay their taxes as the law stands. Focusing on the nationality of the mining company makes you look petty and xenophobic. Allowing private companies to destroy public infrastructure is abhorrent

Why are they willing to compromise safety for Corp profit?

Heavy hauls accentuate deterioration & we already have environmental factors that have an ongoing impact on roads.

We constantly have to drive on poor roads that become more of a liability during winter & darkness. More carriers are hauling double loads & heavy loads & weigh stations are often not even manned.

Kinross will willingly take advantage of the states ignorance and so will Hilcorp. Substantial benefit should require significant investment. Who benefits?

I can think of no benefits to the safety & well being of the community. Sponsoring a local event is simply a write off & a cheap bribe.

Non extracted resources are still resources on a planet of limited resources.

Stop selling out state to industry. We are negatively impacted daily and will probably have to relocate.

The companies need to pay for the use of the public roads. They are NOT Alaskan's and these minerals are NOT staying in Alaska. They need to pay to play, and this is not happening. They need to build a mill or a set of tracks to transport these minerals, not on our public highways. They are truly committing "highway robbery" and we are bearing the load with taxes we pay, for the upkeep of these highways.

I have lost a windshield to a Black Gold side dump. I called the owner as per a request from my Insurance Agent, stating he would most likely take care of the situation without involving the insurance companies. Not so! He said there was "no proof" the damage came from one of their trucks. This occurred during the rehab on the FIA runway.

We are too late to stop the initial abuse of our roadways and small communities along the Mahn Choh route but we can fix the future. It is known that Kinross/Contango is already planning new mining projects and the DSO- direct shipment ore- system will be pushed to the limits within their proposed 250mi range.

Lets implement weight restrictions like other states do on their roads.

Lets raise the State compensation for gold up to the same % as for oil. Stop letting foreign companies so this to us for such few dollars.

People forget that the oil companies built the haul road and later turned it over to the state. Why cant the foreign gold companies offer a similar proposal for gold extraction (when possible). Kinross's share to the profits after costs at Mahn Choh during its 4yr lifetime is close to a billion dollars (pure profit).

The Steese Hwy is a mess right now! The road from FBKS. to Fox is like a roller coaster ride. SOA shouldnt be paying for this will our \$\$\$. There should be contributions from this company for this. Let Kinross-Contango support a rail connection from Mahn Choh to Fort Knox. If ppl think that this operation has only a 4 yr life then they are fooling themselves. Contango has plans for expansion onto govt land around the current operation.

Lets think really hard about how DSO traffic will raise issues on the Parks HWY when Hatcher's Pass mining gets going.

CHSR road which was recently redone is already breaking up in a certain area so how will heavy ore trucking affect that road?

WE NEED TRANSPARENCY FROM ALL INDUSTRIES AND GOVT OFFICIALS MOVING FORWARD ABOUT THESE PROJECTS BEFORE THEY HAPPEN! Alaskans need to know how this will affect them instead of being told this will happen without consulting our opinions. WE live here WE should have a say on how things could affect us.

No other state allows these trucks on the road. Why should we? Other states have operating restrictions on the roads, Why cant we ? Does it take large ore trucking in Juneau or downtown Anchorage to happen before things are done? Those communities wouldnt allow it, neither would the State I bet. So why is it ok for it to happen in the smaller towns and communities and for it to occur on roadways that physically can't accommodate that large of traffic?

You miss represent what DSO is. It is using our current (very limited in Alaska) infrastructure and abilities to process ore. It is cleaner, safer, and better than building and attempting to permit a new mill facility. Every time someone makes the comment "there needs to be a mill on site" it shows the disconnect to what a mining community, founded on mining like Fairbanks is. The Fort Knox Mill supports hundreds of jobs, the power usage off sets all of the boroughs power costs, the property taxes alone off set and make our taxes lower. IF the Fort Knox mill shuts down, the impacts through out the borough will be felt financially!

Weight restrictions are a knee jerk reaction...again, it is not the weight, it is how it is distributed. The facts are the Richardson is none the worse then every other highway in Alaska after break up after 9 months of ore haul. Goods and services will be delivered, it will be done on the public highway system. Supply is a function of demand. Imposing weight restrictions does not change basic economics or physics. This will only have have the opposite impact you are seeking...lighter trucks, but MORE of them on the road. Further, Miners do pay their way! The Alaska Miners Association in the past has supported, along with the mining industry of Alaska a increase in Fuel tax...As hauling ore and supplies on a public road is a public matter, and these vehicles use the most fuel this is the most logical way to raise funds for highway use...fair and balanced for a public road that does not single out a single company or operation. However, this has been turned down in the past, several times by our Alaska legislative body.

Miners are good neighbors! Kinross and Black Gold Trucking have gone above and beyond in contributing towards "Save Alaska Highways" and "Safe Communities". Black Gold Trucking and their drivers are professional operators and Alaskans. These drivers have made the highways safer. I have seen the reports when they have pulled over, many times to help other drivers in distress. They even pulled a driver out of a vehicle that wrecked Infront of them. With the advanced communications in the trucks (see above comments on advanced safety gear in specially designed vehicles) they were able to call for medical assistance faster than anyone with a cell phone. They stayed with the injured driver until medical help arrived!



Future DOS operations will consider every possible means of transportation to economically, and safely deliver ore where it needs to go. This includes shipping, rail, roads, and air. However, Alaska is years behind in transportation development compared to the "outside". DSO opportunities is nothing new, I-90 in Nevada has 20 times the amount of over the road haul truck moving ore from as far as Colorado. This is nothing new, and safe operation when a proper risk assessment and management procedure has been implemented, such as what Kinross had done.

The argument that mining only contributes .5% to the state revenue, is correct especially when compared to big oil. They are not the same industry. However when this is overlooked, is the larger and larger economic impact at the borough, city, and community level. Millions and millions go to supporting these communities and local work force. Additionally, I have yet to hear any positive comments or even an acknowledgement on that this project has done or means to the Village of Tetlin. Its their land, and significant partner in the project.

As the Branch Chair of the Fairbanks Branch of the Alaska Miners Association, we are happy to extent an open invitation to ASHA and CFSC to attend, network, or even give a presentation at one of our local breakfast meetings. Next meeting is 20AUG. Happy to have you or continue a discussion.

Dave

The amount of damage and inconvenience being done should not become a problem for the citizens and taxpayers. I understand where a resource economy and mining is critically important. But considering the amount of money, these minds are making they should be financially responsible for the problems they're causing.

I travel back and forth to Delta Junction regularly. I am extremely worried about vehicle accidents during the winter months.

This is an extremely biased survey, you know that, right? You would be better served with something that is more credible.

The Ore Haul Future question should allow comments if someone chooses "other" My "other" would be either a mill or a railroad extension.

My message to our elected officials is that I strongly believe the mega-trucks on the Richardson and Steese are bad. Bad for the roads, bad for the bridges on the roads, bad for the economy in a broad sense, and very bad for safety on the road. I support ASAH and all you can do to raise people's awareness and to protest the trucks as the only solution to them getting the ore to a place to process it.

This was a heavily biased survey.

The state had plans to build a rail line from Ft. Greely to Fairbanks. What happened to that after they built a bridge across the Tanana River? It all just stopped. Wasted money unless they complete it. Seems like a good time to finish that and extend it to Ft. Knox. That would put fewer trucks on the road over the most traveled section for starts then it could be extended to the Man Cho Mine in the future.

This mining project is corporate welfare meant to enrich international corporations that have no concern regarding our health, welfare, and / or financial security. We're being stolen from. The message should be focused on the benefit that this trucking option has provided (extended life of Fort Knox contributing to stable employment for the Fairbanks community). Thanks for selling us Alaskan's out.

Industrial use of our limited fragile road system should not be permitted! Mining in Alaska is going to grow we need to support it responsibly.

You were elected by the people to represent us, not some foreign company  
Find another way for the ore to be processed! My first choice would be for Kinross to build a plant at the site. Alternatively, a railroad would be the next best alternative. Get the ore haul trucks off of our roads!

I would ask why the State of Alaska (us residents) is paying for road maintenance for a foreign company that is using our highways for their profit without paying for it. If this travesty is allowed to continue, we will be swamped with subsequent mines with a 300 mile radius using our highways to make money while the State (us residents) pay for the accumulated damage to our highways.

I'm unaware of any serious accidents so far, but it's a statistical fact that accidents involving large trucks cause significantly more damage when involved with smaller vehicles like cars and pickup truck. It's only a matter of time before someone is killed and /or severely injured. Who pays for damages or deaths caused by these large vehicles?

We have lived in FRBKS 30 years and planned on doing so until death. Our officials becoming more concerned about ore hauling/mining rather than it's residents gives me pause to continue living here. I say that as a physician in this town. We have problems recruiting professionals to work at FMH...you are making that even harder.

The mining companies are international. Kinross, the owner of Fort Knox and the Manh Choh Mine, reported that "as of March 31, 2024, Kinross had cash and cash equivalents of \$406.9 million, for total liquidity of approximately \$2 billion". There is no reason for them to use the roads of Alaska to truck ore 250 miles to the processing center at Fort Knox. They can afford, and the mine can financially support, and on-site processor. If that is not an option, they should be significantly taxed for the impact to Alaskan roads. The state is subsidizing industry by not receiving compensation for road upgrades or repairs and this is not fair to Alaskan residents.

Build a railroad. At least then there would be additional transportation potential for tourists to get around the state.

I would remind members of the Alaska State Legislature that, according to the report from Kinney Engineering, I recall reading that the report predicts at least 4 vehicular accidents per year due to the increased traffic caused by these trucks. I do not believe the profits of a Canadian-owned mining company should be prioritized over the safety of Alaskans. I believe that the ore trucks are as useful as the air quality signs around Fairbanks. Someone made money not the state or public

Stop funding industrial operations at State expense.

Require mines to process ore on-site at mills, built & paid for by mining companies.

Exact reasonable fees that contribute to State revenue.

Seriously consider extending our rail belt.

Representatives, reply to ALL of your constituents, even those of us who disagree with you. Any future ore hauling should be accomplished on a rail system. Our roads simply cannot handle the traffic and damage as a result of these huge, heavy trucks. We are NOT in favor of foreign interests (i.e. Canadian Kinross) coming into Alaska and extracting our ore without doing it responsibly. Why should we finance their hauls? Why should the state of Alaska be supporting such interests. Many times, pit mines (like the one in Tetlin) extract the ore and then leave when it's no longer making money for these companies. They leave chemicals, destroy aquifers, and pollute our environments. We are simply sick about this. Our land is precious, and we need to be wise stewards of this land. Dot Lake has been quite vocal about some of the impacts to their area too, and yet our state doesn't seem to care.

I'm not crazy about this survey. It reads more like a push-poll than an actual attempt to get reasonable answers. For example, so of your answers allowed for "other" with no way to comment. My answers to these and a few more would be more nuanced.

New mines should be required to refine and dispose of their waste on site with EPA approved storage systems. If this isn't possible, then leave it in the ground!!

While these monstrous trucks are using our public roads they should be prohibited from passing passenger vehicles.

But really, isn't your job to protect the public? What are you going to do when the first child gets killed by one of those trucks- offer thoughts and prayers? How many children are you willing to sacrifice? There is no need for exposing anyone to this risk: find a workaround, get the trucks off the road. Kinross is already planning other ventures that will use existing roads. Stop them!

Elected officials should travel the road summer/winter as I do. They would see as I have that the ore trucks drive safely, obey the speed limit and are not a problem.

This ore hauling operation is wrongheaded and needs to be curtailed. It is unsafe.

Mining is the future

stand up and do what is right for the citizens and not what's right for your political future and no graft

Public safety should be job # 1.

I understand why the ore mining company is doing this. Why are we, the residents of this area, taking part in this? What are the benefits aside from the few jobs? What is the lasting contribution to the community???

The officials need to hear people are still unhappy with the situation as it is. It's a mine making lots of revenue I would think they can afford to build a mill near the mine site. Shame on you Gov. Dunlevey for allowing this to happen. It make us all think, what is in it for you personally.

Ore hauling is not feasible. And it is especially unfeasible for the taxpayers to fund the cost of building and maintaining the roads, while these companies and their owner pay almost nothing in taxes. If they are going to use our roads to haul their ore, then they need to pay to keep those roads in as good or better condition than they were in the first place.

All commercial traffic should pay more than just fuel taxes for road maintenance.

The ore haul is essentially subsidizing private business with public funds because of the lack of contributions to road repair by the company. It's also abundantly evident that the state is bending over backwards to make the ore haul feasible by moving up road construction projects in order to accommodate the overweight trucks. That's an irresponsible use of state funds, as it benefits a private company while costing residents and compromising our safety. If gold miners can be good citizens and pay their fair share, they can stay. Right now Fort Knox consumes 23% of GVEA's electricity but pays only 11% of the total cost of producing our electricity (data current as of October, 2023. Source: GVEA annual financial report for 2022).

FNSB also under-taxes Fort Knox, valuing Fort Knox at about \$130 million which is only about 1 month of gross revenue. Typically, business are valued based on 6 or 7 years of profits. Fort Knox's profit margin is 40%-75% according to statements by Fort Knox PR staff at public forums which I attended. Fort Knox's mine tailings storage facility is valued at \$300 million alone by Fort Knox as disclosed in public forums. Figures are using remembered data, and I intend to fine tune those numbers. Thanks for doing the work.

The State should develop a master plan for the development of the mining industry instead of the current "whack-a-mole," haphazard approach more akin to the gold rush days of the late 1800s. For instance, a centralized processing mill in eastern Alaska that Kinross and other mining ventures would collectively pay for. Surely there are many alternatives that would enhance not only public support but also development of the mining industry.

I'm only against the ore hauling when the state, or local towns, do not see any return from the rights to use and share our roads. The companies should pay for damages to roads and bridges and pay to upgrade same. However, these are not the only heavy trucks on the road. Have heard that natural trucks will be hauling to Fairbanks soon.

Extend the railroad. This is not a 4 yr project and I fear the damage they are doing. We are afraid FtKnox will kill our water table. Division of Mining is in bed with them. They ignore the

public process. The State and the foreign mining companies lie. They will impact the Riedel Nature Reserve. Stop the Madness

Stop wasting time trying to stop this. Do something useful with your time- like advocating for a natural gas pipeline

1.

Many untruths are implemented here, ore extraction is subject to the same tax contributions as the oil industry.

2.

There are already weight restrictions which require special permits to operate equipment which exceed those normal transportation weights.

Remember you were put in office by the people! It's your job to think of us who use the roads daily not just when your in town! It affects your families also! Help keep us safe!

Your information posed as questions doesn't appear factual. All overweight trucks should be treated the same. Permitting seems like a neutral and fair option.

That statutes and regulations should apply equally to similarly situated 'vehicles'.

Gold is a nonrenewable resource. There is no rush to extract it. When it becomes valuable enough the mining companies will gladly pay for roads, railroad spurs or local mills. Why are we rushing to line their pockets when they are not adequately compensating the land owners nor the state of Alaska?????

Both RR and mill. RR gold for Interior. Mill keeps the pollution at the mine, not move it to FNSB!

It would be great if you would only publish factual information

Rich impaired drivers who get away with it are a greater threat to the public

Lawyers should be required to pay all fees for their clients they get let off

Your advertising is not honest

Get out of my state

I'm sure California has room for you

tell them to support the mining industry!

Stop this

What's good for one on the highways is good for all.

Extension of the Alaska Railroad to

mining and processing locations with appropriate fees charged to mining company(s).

Trucks are not following the spacing time publicized. Two filled trucks were right behind each other yesterday near North Pole.

What is the financial compensation to the State of Alaska for each truck haul from/back to the mine in Northway?

Did Gov. Dunleavy or other State staffers receive compensation beyond their salaries in negotiating this deal?

I hope that legislators will be more watchful as new projects are introduced  
And speak up for Alaskans!

Stop blocking the Alaska railroad from expanding. The Alaska to Canada railroad build would have prevented your concerns.

A mill is another option as well.

Truckers hauling double tankers of fuel oil and mass convoys are damaging the road as well. Highways are old and need to be updated. Trucking just expedited the break down of the roads. These are public highways and should be used freely by ALL public

Get busy and earn your \$ but it's just like the Alaska oil, the state takes the majority of the dividends that belong to the people, they have their share and most of ours and still want more, we shouldn't have bad roads we should have amazing \$ for schools do we? No.

Get a rail system in for the ore haulers which would also benefit other industries!!!

The cost of road maintenance should be shared, and extended to the mining operations.

This is a very BIASED survey which forgets the highway is already used for ,Åúan industrial haul route for private, foreign mineral extraction without fair compensation to the state for the resulting damage to roads and infrastructure,Åù for the existing Ft Knox and Pogo mines as well as ,Åúan industrial haul route,Åù for fuel and other goods. ALL commercial vehicles along these routes pay fuel taxes which are to be used for road maintenance. If DOT is not using the funds correctly, that is not the responsibility of private industry, that needs to be taken up with the State!

No issues. All the accidents that we were told would happen have not . Roads are in no worse shape than every where else in the state

A railroad would be such a benefit to interior Alaska and would save the wear and tear on our all ready deteriorating roads.

Whatever the people think isn't really important to elected officials that get kick backs. This was obviously a bad and unwanted idea from the get go so there really isn't any more to say.

danger is real winters will bring the worst of it out.

Shut these trucks down. The us isn't the Dalton highway. Build a mill in Tetlin and process the ore there.

The main concern is the major impact they are causing on the roadway and the damages they are creating. Those bridges between Delta and Tok cannot handle all of that weight, even with

the axles spaced it's the load. They are coming in heavy and leaving heavy. They, get behind on their loads and start running even more, causing more congestion on the roadway. This winter, several of their trucks could not make it up tenderfoot causing a pile up. They are hiring people that are not from Alaska, and don't know how to drive on the winter roads. In the event one of those trucks wreck, there is no emergency vehicles in this area, that can handle that.

They are really good at letting cars around, never drive recklessly or too slow. And always mindful of everyone on the road. Great job

All I'm going to say is ignore the drama from these old delta residents. They have nothing better to do with their time than bitch all day about any and everything. As I said up above, I've never had any issues with these ore trucks running. Keep doing you & keep being awesome!!

It's called freedom! Let every legal truck roll!

Ore company should pay a considerable percentage to upgrade and rebuild the road  
Every politician who approved of this should be required to drive from Tok to Fairbanks at least 4 times in the summer, and another 4 times in the winter so they can experience first hand how they have negatively affected our lives with this nonsense!! If they had to endure our commute they would put a stop to this yesterday!!

It's passed time to quit listening to special interests groups with money and start listening to the people who voted you or others into office. You work for the people, not these companies!

In order to fund road maintenance - the mines and heavy truck fees would be a nice addition. The ore trucks cause me no problems and I have seen them pull over and help people many times.

Your statement regarding mining revenue is false. The mining operation not only pays royalties to the state, it also pays fuel/ highway use taxes on every gallon of fuel purchased & used in the course of operations.

This is NOT in any way acceptable. Public money is being spent solely for the benefit of a foreign mining company that pays ZERO taxes to the state of Alaska for the first 3.5 years of mine operation.

The entire mining industry taxation system is FAR out of date. The mining industry should be taxed in a similar fashion to the oil companies.

Kinross just ADMITTED to taking out 11,000 ounces in one month. At approximately \$2500 per ounce. (And rising). Not one penny being paid to the people of Alaska. NOTHING for damage to our roads and bridges. NOTHING to help reclaim the land when they're done. Think of all the businesses in Alaska that would love such a sweetheart deal. I'm surprised the oil companies aren't suing the state of Alaska for discrimination.

