



## TECHNICAL COMMITTEE

### Meeting Minutes – April 6, 2022

Zoom Meeting URL: <https://fastplanning.us/keepup/zoom/>

Telephone Number: 1 (253) 215-8782, Meeting ID: 869-1903-4191

#### 1. Call to Order

Jackson Fox, Chair, called the meeting to order at 12:01 p.m.

#### 2. Introduction of Members and Attendee

The following were present:

<b>Name</b>	<b>Representing</b>
*Jackson Fox, Chair	FAST Planning
*Olivia Lunsford, Vice Chair	FAST Planning
**Tim Zinza for Andrew Ackerman	City of Fairbanks Engineering
**Kevin McKinley	FNSB Borough Planning Commission
**Bob Pristash	City of Fairbanks Engineering
**Steven Hoke	ADEC Air Quality
**Kate Dueber	Alaska Railroad Corporation
**Judy Chapman	DOT&PF Planning
**Sarah Schacher	DOT&PF Preconstruction
**Kellen Spillman	FNSB Community Planning
**Michelle Denton	FNSB Transportation
**David Sanches	Fort Wainwright
**Justin Burgess (absent)	AES Transportation
**Lt. Mike Roberts (absent)	Alaska State Troopers
**Jakob Theurich	UAF
**RJ Stumpf	Fairbanks International Airport
*Deborah Todd	FAST Planning
*Randi Bailey	DOT&PF Planning
Don Galligan	FNSB Community Planning
John Netardus	DOT&PF
Jason Hill	DOT&PF
Michael Lukshin	FHWA
Brian Lindamood	Alaska Railroad Corporation
Jack Barnwell	Fairbanks Daily News-Miner
Andrew Ooms	Kittelsohn & Associates
Phoebe Bredlie	Kinney Engineering
Dan Bross	KUAC
Tara O'Hanley	Davis Constructors
Tripp Collier	Exclusive Paving
Sarah Lefebvre	Participant
Luke Hopkins	Participant
Zach Person	Participant
Gary Wilken	Participant
Steve Hovenden	Participant

\* FAST PLANNING Staff members

\*\* FAST PLANNING Technical Committee members

3. **Approval of the April 6, 2022 Agenda**  
**Motion:** To approve the April 6, 2022 Technical Committee Agenda. (Denton/Schacher).  
**Discussion:** No discussion.  
**Vote on Motion:** None opposed. Approved.
4. **Approval of the March 2, 2022 Meeting Minutes**  
**Motion:** To approve the March 2, 2022 Meeting Minutes as presented. (Denton/Chapman)  
**Discussion:** No discussion.  
**Vote on Motion:** None opposed. Approved.
5. **Committee/Working Group Reports (including the Chair's Report)**  
Mr. Fox noted the following updates:
  - The Policy Board adopted a Resolution in support of a trail from Creamers Field to the Birch Hill Recreation Area on March 16, 2022.
6. **Public Comment Period (Non-Action Items)**  
No public comment.
7. **Old Business**
  - a. **2045 Metropolitan Transportation Plan (MTP) Update**
    - *Review of Draft Existing Conditions Report and Comment Deadline*
    - **Website:** <https://fastplanning.us/mtpupdate/>Mr. Fox introduced Andrew Ooms of Kittelson & Associates who provided a brief overview of the Draft Existing Conditions Report and project schedule. A link to the website (listed above) was posted in the Chat Box during the meeting.
  - b. **Draft Public Participation Plan (PPP) Update**
    - *Public Comment Period Closes April 15, 2022*
    - **Website:** <https://fastplanning.us/docs/plans/>Mr. Fox noted that the Public Participation Plan was still out for a 45-day public review and comment period that ended on April 15, 2022. A link to the Plan is listed above.
8. **New Business**
  - a. **Fairbanks and North Pole Area 2022 Construction Program**
    - *Presentation by Alaska DOT&PF*Mr. Fox introduced Sarah Schacher, Preconstruction Engineer and Jason Hill, Construction Engineer of DOT&PF, to provide a presentation of the 62 projects scheduled for construction this year. The link to the construction projects is: <https://akdot-cy2022-projects-akdot.hub.arcgis.com/>
  - b. **FFY23-27 Transportation Improvement Program (TIP) Project Scoring Criteria**
    - *Review of New Project Eligibilities for the Surface Transportation Program and Discussion of Changes to TIP Project Scoring Criteria and Nomination Form*Mr. Fox explained that a graphic was put together showing the MTP development over the course of the year concurrently with the development of the new TIP. Mr. Fox explained that as they were producing a candidate project list, they needed to also be working on new scoring criteria for those projects to align with funding eligibility criteria in the new Infrastructure Investment & Jobs Act Bill.

c. **Letter to Kinross Gold Corporation on Partnership for Traffic Study on Trucking Plan (Action Item)**

Mr. Fox explained the meeting packet contained a draft letter to Kinross for the Technical Committee to consider recommending for Policy Board approval. Mr. Fox explained that the Traffic Study would be limited to the MPO area boundaries and not outside. Mr. Fox explained that Kinross declined to assist with funding this Study but agreed to provide information. Mr. Fox explained that Alaska DOT was pursuing a technical analysis but that would be a safety and traffic operations review of the trucking plan. Mr. Fox stated that it was his understanding that DOT had not defined a scope of work for the plan and what that would entail. Mr. Fox stated that looking at the current road conditions and road safety with increased truck traffic. Mr. Fox explained that the funding for this traffic study, as indicated in this letter, was still in question at this time and might be included in DOT's larger analysis. Mr. Fox stated that if it is not included in that funding, FAST Planning would consider funding this study to develop a more publicly accessible document explaining what the impacts would be to our area.

**Public Comment:**

Luke Hopkins stated that he was making comment today as a former member of what is now called the FAST Planning organization not in any way related to his current position on the Interior Gas Utility. Mr. Hopkins stated that speaking as a public member, he would say that he was involved with the Advocates for Safe Alaska Highways which has also been quite involved in the concerns about the Kinross Ore Transportation Plan. Mr. Hopkins stated that he had attended many public meetings where Kinross has discussed their Ore Transportation Plan. Mr. Hopkins stated that he commented on the need for a study, both at those public meetings, at the Borough Assembly, and had also spoken for a request for this traffic analysis before the Policy Committee of the FAST Planning group. Mr. Hopkins stated that he was pleased that the Policy Committee has asked for this letter to be developed and thought it was a very important document. Mr. Hopkins stated that he certainly hoped that the Technical Committee approves the Plan to move forward to the Policy Committee. Mr. Hopkins stated that he thought the Plan gives valuable information with the update through these Items 1-7. Mr. Hopkins stated that he was particularly concerned that we will also get an analysis and an update for the Traffic Congestion Analysis for Air Quality Conformity for Mobile Source Emissions with the MTP that is currently being updated. Mr. Hopkins stated that he has submitted those concerns both to ADEC and to EPA. Mr. Hopkins stated that he thought that having all of these items focused through the FAST Planning, in partnership with Kinross and Alaska DOT, but he would ask that the Technical Committee not act to have DOT be the lead agency in this. Mr. Hopkins stated that he would hope that the Technical Committee will approve or allow to move forward to the Policy Committee, that the FAST Planning organization is the entity that would best be able to take input and focus on the concerns within our transportation area. Mr. Hopkins stated that he had long been involved with these issues locally, both as an Assembly member and a Mayor and he understood that it was best kept at the local level for the input and guidance. Mr. Hopkins stated that as he said, the Items 1-7 are very important. Mr. Hopkins stated that Item 4 for example, is of utmost concern to himself with the safety implications for increased truck traffic. Mr. Hopkins stated that when he has

heard, not seen, but heard of the instance of the Richardson Highway closed in the Badger Road area and thinking of multiple vehicles then going down Badger Road; all of these issues are safety concerns for our residents. Mr. Hopkins stated that he thought it was best to be analyzed and get input from entities through the FAST group. Mr. Hopkins stated that in that he would close and just ask that they please consider moving this forward to the Policy Committee. Mr. Hopkins stated that if any recommendations are going to be made, that it be focused with the FAST Policy group contracting out for the services and holding committee meetings as needed to put together a final safety analysis of the ore transportation plan through our metropolitan planning area. Thank you.

**The following public comments were received, in writing, via email to Jackson Fox and read into the public record under Public Comments at the Technical Committee Meeting:**

**Jennifer Campbell** – Mr. Fox, I have reviewed your letter to Kinross in prep for the Technical Committee meeting this Wednesday. Thank you for your action on this important issue. As a community member of the FNSB, I fully support:

- A critical analysis of this unprecedented ore haul plan by a third party without a financial incentive of a certain outcome
- FAST approval of funding to analyze the impacts of the plan so that proper planning can be completed
- A full analysis on the impacts to our quality of life - in addition to the safety impacts and infrastructure impacts

Thank you for taking the time to bring more awareness and decision making to this issue. -*Jennifer Campbell*

**Mary Farrell** – Dear Mr. Fox, I wholeheartedly support your efforts to commission a FAST Planning traffic study for that portion of the Kinross ore trucking route that runs through the Fairbanks and North Pole transportation corridor. It is very important that a critical analysis of this ambitious ore hauling plan be undertaken, so that informed decisions of the long-term impacts on our quality of life in the Interior can be made. I sincerely hope that funds can be appropriated to perform a proper planning effort. Sincerely, *Mary Farrell*, Fairbanks, AK

**Jennine Williamson** – Hello Mr. Fox, Please support the traffic study re: ore being trucked hither and yon from Kinross. We need proper planning to know what the impacts this will have on our community and the State. I have lived here 40 some years and this is one of the worst ideas that's come along. Driving around here is already fraught...this is scary. Thanks for your consideration of my voice. -*Jennine Williamson*, PO Box 323, Ester, AK 99725

**David Waldo** – Hi Jackson, I'd like to offer my support for a critical analysis of the Kinross ore haul by FAST Planning to assess impacts to our Fairbanks area roads. Please vote to approve funds to analyze the impacts of the ore haul so proper planning can occur. Potential long-term impacts on our quality of life are also at issue, including noise, safety, congestion, and air quality. Please share my public comment to the committee at the appropriate time in the meeting. Thank you. -*David Waldo*, 1115 W Chena Hills Dr, Fairbanks

**Gary Wilken** – Good Morning Mr. Fox, I write this morning in strong support of the FAST letter to Kinross, one of the developers of the Manh Choh gold deposits (on

course to become the world's highest-grade open-pit gold mine" with the "best in the world open-pit gold grade." (M. Kozak, Cantor Fitzgerald equities analyst 2/7/22]).

Clearly this development effort stretches well beyond the "five years - medium size mine" characterization being set forth by the developer. This development is the beginning of major open pit gold mining in the Tetlin Mining District and beyond and stretches for not years, but decades.

I am a member of a grass roots organization, Advocates for Safe Alaska Highways and have even been authorized to speak on the organization's behalf. FAST should know we organized ourselves, not to question the Manh Choh mining effort itself, but to express our serious concern about the audacious, unprecedented, and above all, unsafe nature of the 248-mile ore haul component. Your letter is a breath of fresh air as you clearly align the interests of FAST with the simple request to finally bring critical thought to this ore hauling plan. To date, and indeed for the last 19 months, this illusive plan has been kept behind a shroud of secrecy supported by the developer promises and one-way public "meetings" completely void of meaningful good faith questions being answered with good faith replies.

In the interests of safety for our families, our friends, and our visitors, I respectfully request the Technical Committee of FAST, in your regularly scheduled meeting of April 6, to discuss and then approve your effort to bring clarity to the ore haul proposal and do so in your letter so appropriately addressed to the developer as you enlist their assistance in understanding this critical and troublesome component of the Manh Choh development.

Respectfully submitted, *Gary Wilken, Spokesman – ASAH,*  
[www.everyfivemiles.com](http://www.everyfivemiles.com)

**Dermot Cole** – Jackson, This is a public comment on the need for a traffic study about the Kinross trucking plan from Tetlin to Fort Knox. Please share it with the committee. The plan to use our public highways for transporting millions of tons of rock long distances has not been analyzed in regard to the long-term impact on road safety, quality of life and maintenance costs. These are essential elements in transportation planning that should be understood. This trucking plan is not just about a 5-year mining prospect. Potentially it is the first of what would be a series of long-range hauling operations to feed the Fort Knox mill. The proponents of the trucking option have made that long-term vision for developing other prospects clear. That has to be taken into consideration. And yes, it is true that the other mining prospects remain theoretical at this point. Please fund the study and involve the public. Sincerely, *Dermot Cole*

**Sam Decker** – Hello Mr. Fox, I am writing you in support of the traffic study; I would like to know what alternatives have been considered and how the alternatives have been evaluated. I support adequate funding so that proper planning can be done. I support well planned mining operations, but this does not appear well planned so far. You may share my comments publicly if you wish. Thank you for your time and consideration, *Sam Decker*, 196 Lemon Lane, Fairbanks, AK 99709

**Patty Kastelic** – I am in full support of proper planning and assessment before any final decisions are made concerning the hauling of ore on our public and fragile

roads. Please add my voice to the many others who are concerned about inadequate review of the current plan's consequences. Sincerely, *Patty Kastelic*

**Christina Repasky** – Dear Mr. Fox, As a small business owner, I support the Mahn Choh project that Kinross is proposing because it will benefit our local economy here in Fairbanks. I also support the traffic study you propose in the attached letter. All those trucks on the road are going to have an impact and it only makes sense to allocate funds to study the situation so that we can plan accordingly. This way we can support mining operations in our region while minimizing adverse effects on the community. Thank you for your consideration, *Christina Repasky*

**Jeff Cook** – Dear Mr. Fox, I am writing in strong support of the FAST letter to Kinross, one of the developers of the Manh Choh gold deposits near Tetlin. Clearly this development effort stretches well beyond the “five years - medium size mine” characterization being set forth by the developer. This development is the beginning of major open pit gold mining in the Tetlin Mining District and beyond and stretches for not years, but decades. In the interest of safety for our families, our friends, and our visitors, I respectfully request the Technical Committee of FAST discuss and approve your effort to bring clarity to the ore haul proposal at your regularly scheduled meeting of April 6, 2022. A letter appropriately addressed to the developer enlisting their assistance in understanding this critical and worrisome component of the Manh Choh development is essential. Most Sincerely, *Jeff Cook*, 1899 RJ Loop, Fairbanks, Alaska 99709

**Diana Lingle** – Dear Mr. Fox, I wish to express strong support for the traffic study you have proposed regarding plans to haul ore from the Manh Choh site to Ft. Knox. I am extremely concerned about the impact on our road infrastructure (in poor shape already); air quality (already very bad); safety issues posed by massive trucks continuously rumbling by (on bad roads and sometimes with poor visibility due to weather conditions) and noise pollution--all of which will negatively impact the overall quality of life for those of us living and working in Fairbanks. A properly funded independent study of the impacts of this proposal is essential to provide for adequate planning and consideration of alternatives. Thank you for your efforts in proposing such a study. Sincerely, *Diana Lingle*, PO Box 395, Ester, AK 99725

**Chris McDevitt** – Mr. Fox, I support the traffic study that you are proposing. Interior Alaska roads in their current condition are poor and are generally unsafe. These roads require constant maintenance as is. The introduction of bigger/heavier trucks/equipment on said roads will undoubtedly exacerbate already deteriorating conditions and will increase the likelihood of more deaths on our highways and smaller roads. Further, an increase in noise and pollution will result from this increased truck traffic as well. The health/safety of Interior Alaskans is not a priority for Kinross. Please share these comments. Thanks, *Chris McDevitt*, Goldstream Valley

**Susan Grace Stoltz** – I am in support of Mr. Fox's proposal of a traffic study and analysis of impacts of the ore hauling as I am concerned that proper planning must be done. I am very concerned about the huge impact this will have on our community here in Fairbanks. - *Susan Grace Stoltz*

**Bob Groseclose** – Mr. Fox, I understand that FAST is meeting to consider a traffic study and the study's scope of Kinross's proposed ore-haul through Fairbanks.

The ore-haul is proposed to begin near Tok with continuous large ore-haul trucks running through Fairbanks to Kinross's Ft. Knox mill location. The unprecedented number of proposed ore-haul vehicles impacting Fairbanks traffic requires careful planning. Please enabling funding to analyze the expected impact so that proper planning and infrastructure changes can be implemented to accommodate the traffic. The maxim "failing to plan is planning to fail" seems most apt to the situation Fairbanks faces with Kinross's proposed ore-haul. Thank you. - *Bob Groseclose*, 520 Marshall Drive, Fairbanks, AK 99712

**Marcia Trainor** – Dear Mr. Fox, I'm writing in support of the traffic study you are proposing in regard to the Manh Choh Ore Transportation Plan. The need for a full comprehensive study of the real impacts to the quality of our life, and impacts to the roads and bridges is great. The proposal that I heard from the representative of Kinross Corp didn't even come close to addressing any of the major concerns in their decision to use public roads to haul tons of ore every day through our communities and along roads that traverse some extremely fragile terrain. Proper planning must be done. I am a 50 plus year resident of Fairbanks and I'm extremely concerned about the potential long-term impact to our lifestyle and road system. Please share my support for your proposal with the committee tomorrow night at the appropriate time. Thank you, *Marcia Trainor*, 1381 Spring Glade Rd, Fairbanks, AK 99709

**Barbara Schuhmann** – Dear Mr. Fox, I understand that the FAST group, and its Technical and Policy Committees, will be deciding whether to obtain information on the Kinross/Peak Gold ore transportation plan and whether to study and plan ahead for that proposal. I ask that your group go forward with that inquiry and analysis, and that you share my comments at the appropriate time, when this issue is considered.

Kinross/Peak Gold has not provided detailed configurations for the trucks it plans to use for transporting ore the 248 miles from Tetlin to Fort Knox. No detailed transportation or safety plan has been provided. Basic information is needed for any analysis of the traffic and safety impacts of the proposal. Time is needed for study and analysis. I hope that FAST pursues the needed information and analysis. We need to protect the public from this ill-advised plan to use the one public road linking Alaska to Canada and the Lower 48 for ore hauling. We need a thorough and impartial critical analysis of the negative impacts of the proposal and the threats to public safety it would bring to the communities of Tok, Delta, Salcha, North Pole and Fairbanks.

I applaud your efforts and hope you will vigorously pursue the needed information and analysis. Thank you. Sincerely, - *Barbara Schuhmann*, 520 Marshall Drive, Fairbanks, AK 99712

**Sue Wilken** – On December 23, 2004, the State of Alaska designated the North Richardson Highway Scenic Byway as a world class scenic byway and "represents the best that Alaska has to offer". Communities on a Scenic Byway Corridor benefit from the added economic development and increased tourism and recreation along the designated route. In addition, marketing nationally and internationally promoting the byway not only expands the number of visitors but also educates the traveling public about the byway's environment, beauty, history, and culture. Over 100,000 resident Alaskan's have chosen to live, work, and play

in this corridor in Fox, Fairbanks, North Pole, Salcha, and Delta and welcome the traveling public to join us to enjoy our community festivals and State Parks for world class recreation. The volume and size of the Kinross Ore Haul Plan is not compatible with our North Richardson Scenic Byway. Turning it into a Haul Road and mixing with the traveling public is a staggering safety issue. School Buses, RV's, Teen Drivers, Elderly drivers, tourists stopping to take pictures, winter darkness and weather, tour buses, motorcycles, permafrost, mom & pop businesses (these trucks don't stop for snacks & trinkets), bicycles, pedestrians and so much more that are NOT on a typical HAUL ROAD. For the sake of our communities and the goodwill that Kinross has built in the past, they must come up with an alternative that will meet the safety issues and not give mining a bad name. Thank you for asking the critical questions. Sincerely, *Sue Wilken*

**Michelle Gillette** – Mr. Fox, I'm writing to support your proposal to study the effects of the Kinross Ore Haul Plan on transportation in the Fairbanks area. It is important that we look at the big picture and identify the effects of a shift in the way mining will be affecting our community as it expands in the Interior. We have a need for critical minerals but need to minimize energy use and its effects on our community. The Technical Committee should support this proposal and so should the Policy Committee. Sincerely, *Michelle Gillette*

**Jennifer Moss** – Hello, I'm writing in support of your traffic study that you are proposing for the Mahn Cho / Fort Knox trucking plan. I am interested to hear more about potential long-term impacts on our quality of life and a critical analysis of how the ore haul will impact our roads and communities. As someone who accesses the highways for recreation in Interior Alaska and on behalf of friends and family who travel for work on highways that will be impacted, I am concerned about regular traffic mixed with so many ore trucks and the impacts that will have. This will set a huge precedent for other big trucking operations, which will greatly impact both Interior Alaska residents and tourists on many levels. Please share my comment with the committee. Thank you, *Jennifer Moss*, Fairbanks resident

**Oded Shalom** – Mr. Jackson Fox, I am writing to urge you to go ahead with the traffic study in the gold stream valley. The concerns being quality of life/health, danger to existing community, and the impact and change it would have on the residents. Thank you. -*Oded Shalom*

**Sarah Keller** – Mr. Fox, I am enthusiastically supportive of your plan to study the potential effects of the proposed hauling of ore through our borough. It seems more than prudent to know in advance what the effects will be of what sounds like an unprecedented amount of load (weight, speed, density of traffic) on our roads. These effects must be anticipated and evaluated, so options and mitigation can be defined. This would be a sign of reasonable standard planning.

I hope this project will be funded to the maximum extent possible so that all your excellent list of valid points can be addressed. I particularly appreciate attention paid to the seasonal variability of road conditions upon traffic, and the definition of the impacts, immediate as well as long term, of added heavy duty traffic on our community under these conditions. Residents have certainly seen some unseasonable weather affect our roadways this past winter. Such "unseasonable" weather events are not likely to remain so but continue to increase in frequency

according to scientists. Thus, these extreme driving conditions must be considered part of the norm and should be weighed as so in the planning process.

Thank you for all of your efforts to provide our community with solid and thorough information. Sincerely, *Sarah W. Keller*, 169 Eagle Ridge Rd, Fairbanks, AK 99712

**Leslie Campbell** – Dear Mr. Jackson Fox, I am writing in support of the traffic study of the potential impacts (air quality, safety, cost to infrastructure) of Kinross's ore haul plan. Thank you for considering requiring it. I am a big supporter of mining but am having a hard time thinking that there isn't a better solution. -*Leslie Campbell*

**Cyndie Warbelow** – Dear Mr. Fox; I am writing in support of your request for a traffic study of the Manh Choh proposed ore transport on public highways from Tetlin to Fort Knox.

I grew up at Milepost 1338 on the Alaska Highway, I have family members in Tok, and I have lived in Fairbanks since the mid-1970s. As a result, I have driven the stretch of road in question many, many times. Giving it to Kinross truck traffic for an over-length truck every seven minutes year-round night and day essentially takes it away from those of us who use it to access homes and businesses and for the recreational enjoyment of driving on this part of our highway system from Tetlin to Fairbanks.

Trucks are big and they are driving to make their destination in as short a time as they can. Even if they are respectful of other drivers, they are still the ones that rule the road based on their size and their mission to make the best possible time. Any miscalculation by any of the truck drivers or private vehicle drivers in this situation will bode poorly if not fatally for the smaller vehicles. Bicycles and motorcycles would be wise to avoid the Alaska Highway-Richardson Highway haul road if Kinross is allowed to haul ore on this highway route. All of this will be much more hazardous in the winter, especially when there is blowing snow on the road. School buses stopped for pickups or drop offs, public passenger vehicles stopped at railroad crossings, and disabled vehicles will be gambling with their lives every fifteen minutes at least.

Consider also that not all truck drivers are respectful of other drivers. I have personally witnessed some basically bullying tactics by truck drivers on the Dalton Highway. While I was in graduate school in Oregon, one of the considerations and often deterrents to driving up in the Cascades for skiing and hiking was the logging trucks that pretty much acted like they owned the roads.

If Kinross were allowed to take over the public road from Tetlin to Fairbanks, word would soon get out to the tourism industry and this stretch of road and the services along it would no longer be part of tourist traffic. This would not only impact tourism on this section of the road but also on the Richardson from Delta south and the Denali Highway. Tourism is a sustainable industry; mining is not.

Kinross is a for-profit company. Like any other business, it must be responsible for the costs that go into generating its profits. This is not a statement of anti-mining sentiment. It is simply a statement of one of the tenets of doing business...for anybody anywhere. Those of us who live in Alaska and use the Alaska Highway-Richardson from Tetlin to Fairbanks should not have to support/subsidize Kinross profits with our tax dollars, our quality of life or possibly our lives.

Please turn instead to one of the safer alternatives that puts the burden of cost squarely on the shoulders of Kinross, the company that plans to take Alaskan resources in exchange. These alternate choices would be an extension of the railroad from Fairbanks to Tok (possibly with future tourism benefits), a Kinross-funded road on an alternate route, or processing of the ore on site at Tetlin. Since there is active mining exploration in the surrounding area, Kinross will most likely be around far longer than necessary to pay for any of these choices. –  
Cyndie Warbelow, 545A Farmers Loop Road, Fairbanks, Alaska 99712

**Raymie & Adam Rushing** – Dear Mr. Fox, Please share our support of your proposed traffic study in your meeting tomorrow. We are residents of Delta Junction and greatly feel your traffic study is needed not only for us, but for the residents of every affected community, from Tok to Fairbanks! Please note the following that is a concern for us:

- A traffic study is demanded by the citizens of Delta Junction as outlined in your letter to Kinross Gold Corporation dated April 20, 2022.
- A Critical analysis of this unprecedented ore haul is needed!
- As part of this analysis:
  - Look into building their own road, i.e., across the 40-mile country, potentially linking up with POGO.
  - The possibility of having POGO process the ore instead of Ft Knox.
  - Completing the Railroad to Ft Greely in Delta Junction, then having them build a spur off of that at both ends, connecting the mines.
    - Railroads are much safer and more efficient than trucks.
  - We need to ensure the analysis is conducted during all months, in every weather condition. This is especially important during the winter months after a fresh snowfall, and the accompanying complete loss of visibility that every one of these trucks will most certainly create.
  - We need to know how this would affect/effect the traffic when military convoys are on the road at the same time.
  - We need to know how an ambulance (and any other emergency vehicle) would be able to get around the trucks immediately when coming upon them, and how this could/would happen during all months of the year as well.
  - How much will this increase the travel time from Tok to Fox (and every town in between) during both winter and road construction seasons.
  - How is this likely to effect spawning salmon and other aquatic life in the event a truck enters the river?
  - How is this likely to affect other wildlife, the Moose, Caribou, Delta Buffalo, etc?
- We would like you to vote to approve funds to analyze the impacts of the ore haul so “proper planning can be done.”
  - This includes, but not limited to defining the proper number of lanes as well as overall construction of the roads - meaning can they even handle it in their current state?
  - Many spots along the Richardson Highway (i.e., just north of Tenderfoot) require repair every year as is, what will this astronomical increase in the amount of traffic and wear on the surface itself do to the roads and bridges along the way?

- o Bridges that are currently at the end of their lifespan, or close to - how much faster would this traffic degrade them.
- This situation at hand has potential long-term impacts on our quality of life as Alaskans - not only for this mine on this route, but for all of Alaska and any future projects, be they ore mines or not - leading into the next point.
- Since this has never happened before in this state, there is a strong possibility of initiating a slippery slope here in which the state becomes financially liable for road construction/maintenance/etc. with any/all upcoming industrial expansions.
  - o This would mean that all new roads from this point forward should require forethought in the planning stage for this probability or eventuality - significantly increasing their respective costs.
  - o Revamping existing roads means bigger roads equal higher costs when it comes to the 3R's (resurfacing, restoration, and rehabilitation). So, once the project is finished and the company is done with that part of Alaska, it would logically fall to the state to keep the new and improved road in good shape with no benefit of revenue from that previous source. This would mean higher annual maintenance costs every single year or footing the bill to put the road back to the way it was.

Thank you for including us in your meeting and appreciate all the support to help let our voice be heard! -Adam and Raymie Rushing

**Tracy Vanairsdale** – Hello Jackson, I am writing to you with great concern over the existing ore haul plan being introduced. I support the further study of this plan with focus on public safety with significant impact to traffic along highways north and south of Fairbanks as well as air quality. Thank you for your time and effort. Sincerely, *Tracy Vanairsdale*

**Wanda & Stephen Sorensen** – Mr. Fox, My husband and I are writing to support the traffic study you are proposing for the Manh Choh Ore Transportation Plan. As long time Alaskans, and as residents of Delta Junction, we have extreme concerns about the current Kinross Gold Corporation plan to transport ore along the Alaska Highway to the Fairbanks area. The sheer number of high volume trucks and trailers Kinross plans to put on the highway in a 24/7 scenario is unprecedented, and frankly, frightening, especially considering the winter conditions of the highway between Delta Junction and Fairbanks.

Such a plan as Kinross proposes should NOT be considered without the critical analysis of a thorough study and public comment. We vote/request approval of funds to analyze the impacts of the Manh Choh Transportation Plan so that proper planning can be accomplished, and so negative impacts can either be negated or mitigated to the point of acceptability as relates to safety, infrastructure maintenance, and environmental protection.

In its current form, the Manh Choh Transportation Plan is untenable as it relates to our ability to travel the Alaska Highway safely, as well as its potential impact on wildlife and other factors which make Alaska unique as a home and which provide us a healthy quality of life.

Please feel free to share our comments as necessary in meetings or other scenarios you see fit to further the request for a traffic study. Thank you,  
*Wanda Sorensen and Stephen Sorensen, P.O. Box 625, Delta Junction, AK 99737*

**Pamela Weaver** – Dear Mr. Fox, I must say after reading your traffic study proposal it was like a very welcome breath of fresh air. Since I first heard of this trucking plan, it has weighed heavily in my mind, becoming even heavier after attending the Kinross/DOT presentation via zoom. I have lived in Fairbanks for 42 years and this trucking plan has the potential to cause huge impacts on our roads and in our communities. It seems to me that if Kinross Gold wants to truly be a good neighbor, they too, will welcome a thorough analysis with sincere proper planning which include neighborly input, before just plowing ahead. I believe our community has a right to know the impacts on our air quality (already a major problem), noise pollution, traffic congestion, road safety, quality, and the all-important maintenance in a time of melting permafrost. Who actually pays for this?! So yes! I strongly support approving funds so that proper planning can begin, and I love the basic outline of matters that need attention which your letter beautifully highlights. Ever so many thanks, *Pamela S Weaver*, 1305 Eriophorum Drive, Fairbanks, AK 99709

**Marilyn Biagi** – I support your proposed traffic study from Tetlin to Fort Knox through our Fairbanks urban area. The communities involved in the proposed ore haul need to know the potential long-term impacts on our quality of life. Please vote to analyze the impacts of the ore haul so proper planning can be done. Thank you. Safety first. - *Marilyn Biagi*

**Douglas Yates** – Mr. Jackson, I support your efforts to develop better metrics re: intensive use of Interior Alaska roadways. As you are aware, the plan devised by Kinross and its partners is unvetted. Your study will gather information, answer questions, and draw attention to issues and consequences posed by the Kinross/Mahn Cho trucking plan. If Alaskans can't apply proper planning to projects of this sort, the state's natural-resource future may as well revert to a free-for-all. I urge a unanimous vote to fund this initial first step in vetting the safety and effectiveness of the Kinross trucking plan. You have my permission to share this communication with FAST committee members and the press. -*Douglas Yates*, Ester, Alaska

**Linda Baker** – Hello Mr. Fox, I would like to offer my words of support for the proposed traffic study for the Manh Choh mine project at the 4/6/22 Fairbanks Area Surface Transportation Committee meeting. I would like to please encourage the approval of enough funding to analyze the impacts of this project on Fairbanks roads, air pollution, traffic, and other facets so that proper planning can be done. These potential impacts may well be both immediate and long term to the health and well-being of the Fairbanks infrastructure and population overall. Please work to ensure that this study goes forward. Thank you very much. - *Linda Baker*, long-term resident of Fairbanks

**Deborah Horner** – Dear Mr. Fox, Please be advised that I am in full support of the FAST letter to Kinross relative to the development effort for the Manh Choh mine in Tetlin. The fact that this mine is being developed without careful analysis of the proposal to haul the ore an unprecedented 248 miles on public highways is unconscionable. In my opinion, the safety issues associated with this proposal make it untenable, not only for the Fairbanks area, but all of the communities along the route. I would like to request that the Technical Committee of the FAST discuss and approve your effort to bring judicious analysis of the ore haul proposal. It is

only through careful consideration of the proposal that the safety interests of the traveling public can be adequately protected. Respectfully, *Deborah Horner*

**Candace Smith** – I have lived in Salcha for 30 years and know, only too well, what the Richardson Hwy is like from Fairbanks to Delta. We dealt with the twice-daily school bus stops along the road when our kids were still in school. Our daughters spent 1 hour each way to Eielson Jr and Sr High School, 6 years of their education. It still amazes me that there were no bus accidents back then. But with the roads becoming icier and icier with every passing winter, how quickly can any one of us stop safely? And with the double heavy loads of these trucks, speeding ahead so as to not lose time, how quickly can they stop if they have to? The answer? They can't.

I wish I could think of 1 positive aspect of having these trucks on the road. Oh, yes! I have one! They will totally benefit Kinross! But at what cost?

Does it really pay the Borough and State to allow a multi-national company to use and abuse our highway, and cause ever-present danger, especially in winter on icy roads, to local traffic including school busses putting our children at risk? I think not. With various other options available to them that would bypass the majority of the route, they should not be allowed to travel on the Richardson Highway at all. Why should we be responsible for damage and repairs to our highway, why should we put our lives and that of our children at risk so that these companies can use the cheapest route possible? This route should not even be considered.

Respectfully, *Candace E Smith*

**Pamela Groves** – Dear Mr. Fox, I strongly support your proposed traffic study. The currently proposed ore transport plan is very concerning to many local residents. It will negatively impact our lives when we drive on our state roads and will cause long term damage to those roads that we taxpayers will have to pay to fix. We need the funds approved to analyze the impacts of the ore transportation plan so proper planning can be done. Please share my comments with the committee when appropriate at the meeting. Sincerely, *Pamela Groves, Fairbanks, Alaska*

**Ken Severin** – Dear Mr. Fox, I heartily support your proposed study of the Kinross ore trucking plan with regards to its various impacts on the Fairbanks area. Please inform the FAST committee of my support. Quite honestly the plan as I understand it based on Kinross's presentations, with four double trailer ore trucks going each way between Tok and Fairbanks twenty-four hours a day, every day of the week, scares me. Nothing Kinross has presented has done anything to lessen my worries about the impact these trucks will have on other road users, wildlife along the route, and perhaps most important, the air quality in the Fairbanks North Star Borough.

My fear is that as things seem to be now Kinross will benefit and the local citizens will pay the costs of increased traffic, degraded roads, and more air pollution. But I am not a traffic/highway engineer, and my fears may be unfounded or exaggerated. A study such as the one you are proposing for FAST where competent unbiased experts can examine Kinross's plan may help relieve my fears, and indeed may help Kinross implement a plan that is beneficial not only to Kinross itself, but also to the citizens of the Fairbanks North Star Borough.

I wish you the best of luck with your proposed study and hope that it benefits all parties involved. - *Ken Severin, 2904 Gilmore Trail, Fairbanks, AK 99712*

**David DeLong** – Mr. Jackson, I am writing regarding the ore hauling proposal from the gold mine in Tetlin. This plan is fraught with dangers for the public and high costs for the Alaska DOT. Clearly, a flaw in how we allocate costs for use of our highways is revealed by this plan. I urge to fund [the] study [and] consider the significant concerns that the public has concerning the ore hauling plan. Thank you, *David DeLong*

**Irina & Vitaliy Obolentseva** – Dear Mr. Fox, We support your proposal to study the Kinross ore haul through the road system in Alaska. We encourage everyone to approve funds to analyze the impact it will have on roads, bridges, driving condition, traffic load, and on the effect, it will have on smaller communities (like Delta Junction). Richardson Hwy is the only thing that connects us with Fairbanks Hospital, School, and businesses year-round. Please, share this comment with the committee. We appreciate this important work you are doing, and hope funds will be approved *so proper planning can be done*. Thank You, Irina and Vitaliy Obolentseva, Residents of Delta Junction

**Mary Corcoran** – Dear Mr. Fox and Members of the Technical Committee, I fully support your proposal for a traffic study from Kinross Gold's Manh Choh Ore Transportation Plan. Although I am not a FNSB resident, I am a property owner and have for over 40 years used city and borough roadways for travel to most of my medical and shopping needs. I have virtually attended 3 Kinross community meetings and have learned nothing that addresses the vital topics of your proposal. Impacts on people and infrastructure must be analyzed to see the Plan's true costs. Without this proposal, all those adversely affected will be forced to react to a lack of comprehensive planning. Some effects will be permanent. I will plan my trips to Fairbanks accordingly. Those who truly care about cost to communities plan ahead. I urge you to vote to approve funds to analyze these impacts. All residents and those who travel in the FNSB must be assured that there has been proper planning. Do share this with the committee when appropriate at your next meeting. Thank you for your time and efforts. Sincerely, *Mary Corcoran*, Delta Junction, AK

**Michael Farrell** – Hi Jackson, I just wanted to write in to express my support for your efforts to commission a FAST Planning traffic study for that portion of the Kinross ore trucking route that runs through the Fairbanks and North Pole transportation corridor. It important that an analysis of this ore hauling plan be conducted, so that informed decisions of the long-term impacts on our quality of life in the Interior can be made. Regards, *Michael Farrell*

**Deborah Ryan** – Dear Mr. Fox, Please support funding to analyze safety and impact of hauling heavy ore, all day long, every day on 500 miles of Alaska's roads. These enormous, double trailers will not bypass Fairbanks. The Richardson Highway and Steese are heavily trafficked. Since these trucks will run 24 hours, morning, and afternoon, commuting for thousands is unimaginable under these conditions. A constant flow of these trucks in the Van Horn area is unacceptable and accidents waiting to happen. Traffic safety is of course a huge priority, but air quality, noise and of degradation of roads are also concerning. Please consider all of these implications for residents of the Interior. Decisions should be based on the kind of communities and activities we support, not to the detriment of safety and wellbeing. Please allow for as much funding as is necessary for studying traffic

along this well-traveled corridor, and the short and long term affects. Thank you.  
Sincerely, *Deborah Ryan*, 1308 Miller Hill Ext. Rd, Fairbanks, Alaska 99709

**Steve Hovenden** – The Reason foundation released their 26th annual Highway Report State Summaries in November 2021. The Report is based on data provided by state transportation officials to the Federal government to secure Federal Highway Funds. Alaska ranks 48th overall among the 50 states. We rank 38th in structurally deficient bridges; 48th in rural interstate pavement in poor condition and 46th in rural interstate highway Fatalities. 46th. The Kinross proposal to truck ore using 500 lane miles of Alaska's public highways is beyond foolish. It is dangerous and completely self-serving to Kinross, there is truly no benefit to Alaskans. At all. Kinross and their partner, Contango, have made it abundantly clear they intend to "Use the road, rail and river systems" to move ore to Ft. Knox, in a 300-mile radius from their mill there. 96 sets of doubles is just the beginning, there absolutely will be more and more as they develop their many mining prospects. It should be noted that Kinross has proposed to the US Army Corps of Engineers in their permit application, they intend to not co-mingle Tetlin village traffic with these ore haul trucks by constructing a 5 mile long "Twin Manh Choh road. Kinross stated that "Co-use of the same road..crucially would have negative potential Life and Safety impacts to the Tetlin Village residents by increasing the potential for vehicle collisions. Yet they tell us that by putting these trucks on the road, 24/7, 365 is somehow 'safe'. Heavy semi trucks stress and damage roads more than the average vehicle, but by how much? A simple formula has been designed by the American Association of State Highway [Transportation] Officials (AASHTO). Using the number of trucks and weights put forth by Kinross, in the first year of operation these trucks will do the equivalent road damage of 900 Million pick ups. When asked how they would help mitigate the damage caused by their trucking operation(s), Kinross publicly stated "The state should double the gasoline tax." In the interests of safety for our families and the traveling public, I respectfully request the Technical Committee of FAST discuss and approve your effort to bring clarity to this ill-advised and dangerous ore haul proposal. Sincerely,  
*Steve Hovenden*

**Pat Lambert** – Dear Mr. Fox, This is to express my support for a traffic study such as you suggest in your draft letter to Kinross Gold Corporation. You raise several valid points and ask pertinent questions, questions that merit considered thought-out response based on careful analysis. It's an important matter for the community and bears quite directly on our way of life. In order to enable proper planning, it's necessary to have a good understanding of the overall impact that ore hauling would have on roadways. And of course, funding needs to be made available to perform the analysis. Sincerely, *Pat Lambert*, PO Box 114, Ester, AK 99725

**Public Comment:** No public comment.

**Motion:** To forward the draft letter [to Kinross Gold Corporation on traffic study for trucking plan] to the Policy Board for their approval. (Pristash/Sanches).

**Discussion:** Mr. Pristash stated that he could see that basically they were going up the Alaska Highway, Richardson, Steese Highway but asked if there was a graphic that showed how they were actually getting into the mine and whether they were going into the normal entrance towards Cleary Summit.

Mr. Fox stated that Mr. Pristash was correct. Mr. Fox explained that he did not have a graphic handy but had a screenshot from one of their community presentations showing the route through the urban area. Mr. Fox explained that generally described, the trucking plan coming up from the south would go along the Richardson, connect to the Mitchell Expressway, then travel north up Peger Road to the Johansen Expressway, then travel east to the Steese Highway, and then up the Steese Highway all the way to Kinross Mine.

Mr. Pristash asked for clarification if Mr. Fox said “up Peger Road.”

Mr. Fox explained that “up Peger Road” was correct. Mr. Fox explained that route was discussed between Kinross and Alaska DOT as the preferred route. Mr. Fox stated that he understood that there was a lot of planning as to what that preferred route would be, but he could not comment as to what the factors were.

Mr. Pristash asked if they would not be staying on the Steese all the way and would divert onto Peger Road.’

Mr. Fox stated that was correct and they would be diverting onto Peger Road.

Ms. Schacher explained that the assigned truck route is Richardson-Mitchell to Peger to Johansen to Steese, so they would rejoin the Steese at the Johansen Expressway and that is the truck route through Fairbanks. Ms. Schacher explained that there were two reasons for that. #1. The Steese at Chena River Bridge cannot accommodate the heavier trucks as much as other bridges can, so it was a way to bypass and have more repetitive truck loading on other bridges. #2. There was a lot of closely spaced signals in the Steese corridor as we all know, so there is a lot more capacity and a lot less traffic on that route than the Steese Expressway.

Mr. Pristash asked Mr. Fox if there was a hammer to require this completion of a traffic study like when they had a traffic generator on the Johansen and were required to do a traffic impact analysis for the intersections. Mr. Pristash asked if this letter was just a request to them or a requirement.

Mr. Fox explained that this was just a request. Mr. Fox explained that as he understood it, the traffic study for the trucking plan does not meet the thresholds to be required by the DOT, however; part of this plan may include a trucking depot in Fairbanks and as part of that new facility, there might be a traffic impact analysis for that location similar to a new retail store like Walmart going up. Mr. Fox stated that as he understood, this kind of traffic study did not meet the thresholds to be required so this letter was a request to answer some of the questions that had been raised by the public.

Mr. Pristash asked if that meant that trucks moving through the area did not meet the threshold for a traffic impact analysis and that was determined by the DOT?

Mr. Fox stated that Mr. Pristash was correct and that was his understanding.

Mr. Fox stated that Ms. Schacher or Ms. Chapman could correct him if he misspoke.

Ms. Chapman stated that it was really clear that there was a lot of concern amongst the citizens about the land use impacts and traffic/safety impacts of this operation. Ms. Chapman stated that she thought that was crystal clear.

Ms. Chapman stated that the State was doing an independent study with an independent contractor for evaluating the impacts on this route and that is a funded study. Ms. Chapman stated that it occurred to her that maybe we take this letter

and all of the things that are requested and fold that into the scope of the study that DOT is funding with the independent contractor. Ms. Chapman stated that was just an idea since she did not see in the letter that they had a funding commitment. Ms. Chapman stated that was personally cautious to spend FAST funds when DOT is already pursuing a quarter analysis. Ms. Chapman stated that she thought that the strength of that analysis would be having one effort go forward. Ms. Chapman stated that they would want everyone who was involved in that effort to be able to concentrate on it and provide the information and the data, etc. Ms. Chapman continued that having two efforts out there, she was a little confused how that would work and whether it would address what people were saying or their very real concerns. Ms. Chapman stated that she thought there was room in the State study to include all those things and a TIA potentially as it goes through the Fairbanks corridor. Ms. Chapman stated that her understanding was that the State study was on a fast track so it would start in April with the first kickoff meeting and then by August there would be some kind of draft recommendations going back to Kinross. Ms. Chapman stated that Kinross would sit on the committee in addition to several potential stakeholders. Ms. Chapman stated that she was not sure who all of the stakeholders were, but it would be a combination of Fairbanks North Star Borough, FAST Planning, the Military, Salcha, Delta, Tok, some Native Corporations, Tourism, the Trucker's Association, Kinross, DOT, and DEC. Ms. Chapman stated that she thought there was room for all of that to be addressed. Ms. Chapman stated that she did not at all oppose this letter. Ms. Chapman stated that she thought it was good. Ms. Chapman stated that she thought it was complementary to FAST that 1. FAST got out in front of this and offered this solution, and 2: It was clear the public had a lot of confidence in FAST as an impartial entity that tries to address community concerns. Ms. Chapman stated that she thought that was all really great. Ms. Chapman stated that the impacts of this particular ore haul go way beyond the FAST boundaries and even the Borough boundaries. Ms. Chapman stated that she felt like we should focus and support this larger effort and then, if it does not pan out or there was something that cannot be addressed, then FAST puts up some passion and addresses it or sees whether Kinross would pay for it. Ms. Chapman stated that it was unclear to her that they could proceed with two efforts going forward in a really efficient way. Ms. Chapman stated that she had this feeling that maybe they wait for the State effort to kick off and get down the road a little bit and then we consider whether this is needed at that point.

Mr. Fox reminded everyone that the letter did not indicate who would conduct the study, whether it was FAST Planning or DOT as part of a larger corridor analysis. Mr. Fox stated that at this time it was just a recommendation. Mr. Fox stated that he was sure that the Policy Board would appreciate a recommendation as to who should pay for this study and who should conduct it. Mr. Fox stated that they would be weighing that decision at some point in the future and might not be able to act on that until the DOT study gets underway and we see if our interests are covered or not covered.

Ms. Schacher stated she thought this was a good letter and it got to the issues of what FAST was responsible for, which was planning. Ms. Schacher stated that she was not sure if a lot of the people that submitted public comments were aware that we could only spend FAST funding in the MPA which is about thirty miles of this

240-mile haul route. Ms. Schacher stated that she thought this letter was a little premature because of the independent analysis that DOT was going to fund of the whole corridor which would be inclusive of the MPA. Ms. Schacher stated that the other reason is that she thought sending this letter without any other kind of commitment to funding – does that say something? Ms. Schacher stated that she thought that the intent of this letter was trying to send a message that we have concerns, and we would like to work with Kinross. Ms. Schacher stated that maybe there was another way to go about that. Ms. Schacher stated that she would entertain a motion to basically rewrite this letter but direct it to the Advisory Committee that will be responsible for helping develop the scope of the independent analysis that DOT is funding because she thought that was where these concerns were better directed. Ms. Schacher stated that there was no doubt that Kinross is going to see those and be part of that process and hear those concerns. Ms. Schacher stated that personally she had a concern with directing this to Kinross only in the sense that, she was all for consistency and agreed with people that said, “We’ve never seen anything like this before proposed,” but are we going to also write letters to the US Army about the convoys? Ms. Schacher asked if we were going to write to the Air Force about the F35s and all the families coming into the MPO that are adding traffic? Ms. Schacher stated that it sort of sets a precedent that we anticipate a traffic change, and we want you to work with us.

**Amendment to the Motion** To redirect this letter to the Advisory Committee for the Tetlin to Fort Knox Corridor Analysis. (Schacher/Hoke).

**Motion:** To extend the meeting to 2:30 pm. (Pristash/Denton). None opposed. Approved.

**Public Comment:** Steve Hovenden commented as a point of clarification to Mr. Pristash, they mentioned a depot. If Kinross has to put in a breakdown yard south {inaudible} to make things more conducive to traffic flow, remember that is 192 trailers coming into Fairbanks that means 192 trips from the depot yard south if they do it north and 192 south that puts 384 more trucks in that north-south corridor. Just for point of information. Thank you.

**Discussion:** Mr. Pristash asked if the Policy Board will see everything that was talked about at the Technical Committee and that the letter would go to the Advisory Board instead of to them.

Mr. Fox stated that was correct and they would see all that.

Ms. Chapman commented that at the Advisory Committee, under the facilitation of an independent facilitator, would be charged with developing the scope for the study itself. Ms. Chapman explained that was to make sure this was truly an independent effort, and no one was driving it, including the DOT, to determine what was important to the study. Ms. Chapman stated that she supported the amendment Ms. Schacher made and thought it made a lot of sense at this point.

**Vote on Amendment to the Motion:** None opposed. Approved.

**Discussion:** Mr. Pristash stated that it made sense and he did not realize there was going to be two studies going on at the same time. Mr. Pristash stated that it made sense to incorporate these ideas into one study for the Advisory Board to consider.

**Vote on Motion as Amended:** None opposed. Approved.

**Amended Motion:** To forward the draft letter [to Kinross Gold Corporation on traffic study for trucking plan] to the Policy Board for their approval and redirect this letter to the Advisory Committee for the Tetlin to Fort Knox Corridor Analysis.

**9. Other Issues**

No other issues.

**10. Informational Items**

**a. Infrastructure Investment & Jobs Act (IIJA) Update**

Mr. Fox provided an update on the IIJA funding available to Alaska.

**b. Obligations and Offsets**

Mr. Fox explained the obligations and offsets included in the meeting packet.

**11. Technical Committee Member Comments**

- Mr. Sanches commented that John Weinberger would be taking over for him after this meeting.

**12. Adjournment**

**Motion to Adjourn:** (Denton/Chapman). The meeting adjourned at 2:12 p.m. The next Technical Committee meeting is Wednesday, May 4, 2022.

Approved:   
Jackson Fox, Chair  
FAST Planning Technical Committee

Date: May 4, 2022