

## Jennifer Jolis

I am writing to express my very strong opposition to the permitting of the use of State highways to facilitate the Manh Cho project, as tentatively approved by the DEC. I have driven from Fairbanks to the Border many times over the last 50 years. There is literally no way that the proposed route of moving ore from Manh Cho/Tetlin can be viewed as safe for drivers, for wildlife, for the truck drivers, frankly for anyone. It is a single lane winding road for much of its length. From Delta north those trucks will be subjected to strong crosswinds. The blowing snow that will be generated behind them makes passing them, in either direction, so unsafe as to be unthinkable.

I believe that Tourism is our number two source of income to the State. Many visitors come as independent travelers in their own motor vehicles. Others come on a tour and one of those tours uses the Top of the World Highway to transport visitors. This will effectively kill a large percentage of the income that people all along the highway will lose, for I do not think that the Tour companies are going to risk transporting people via that route to get to tidewater and their ships. The Richardson from Delta north will likewise be negatively impacted.

The cost of building the road (Which will ultimately will fall on the State) and maintaining the road are astounding.

Do I think that there are reasons to permit the mining by Peak Load LLC? Yes I do. But I think there are good options for the long term life of moving the ore north. One is that we must do what the Tetlin people did--require Peak Load LLC to provide a safer way of transporting the ore north to Kinross. The Tetlin people required the company to build a separate road from the mine to the highway. It had to do with the safety of their people and their lives. An alternative, but probably, long term, less expensive way would be for the State of Alaska to build a railroad to the border with Canada. This would, indeed be expensive, but would it be more expensive than building a safe road? Less expensive than lawsuits over accidents and deaths along the highway? Less expensive to the State than the loss of income from visitation revenues?

Look: I know you haven't read this far Just mark me down as another person who says Go back the drawing board. Do not permit this to go any farther.