

## **Response from Ashley Carrick**

1. What is your level of concern for the safety and financial impacts to Alaskans with the model of using our public road system for Direct Shipping Ore (DSO) by mining companies, especially in light of the reduced federal highway funding?

**I am extremely concerned with the DSO model of transporting ore on public highways in Alaska, and I have been a stalwart advocate for maintaining highway safety by exploring other options for mine development in Alaska. In the case of the Manh Choh project, I have spoken openly in support of building a processing mill on site, or in a Northern Rail Extension that would open up a large amount of additional economic opportunity, outside of mining as well as from mines, that could help in avoiding large-scale industrial trucking transport.**

- 1a. Please explain how expanding industrial use of public infrastructure is or is not a legislative priority for you.

**Preventing industrial use of our public roads is a legislative priority for me. HB 305 was my first draft at legislation that would dis-incentivize this type of use for our public highways, though the bill needs significant further work before being re-introduced. It is very important that essential commodities such as grocery trucking or natural gas trucking down the haul road not be included in an effort to limit shipping ore hundreds of highway miles to a processing site- a clear and irrefutable industrial use of our roads.**

2. Are you willing to speak directly with the governor and the DOT&PF commissioner to request immediate release of the Alaska-Richardson-Steese Highway Corridor Action Plan promised March 8, 2022?

**I am willing to make those requests, and have made similar requests in the past.**

- 2a. How will you ensure the recommendations from the pending independent study on the impacts of the ore haul are implemented and adhered to by the state?

**I continue to advocate for the results of outside, independent review of this haul project to be taken into consideration and the recommendations implemented. My support for this action will continue even as the industry seeks to make a model out of the Manh Choh ore haul for their future proposed projects.**

- 2b. Are you willing to push for committee hearings to achieve this and strengthen overall accountability?

**Depending on where I fall in the House of Representatives this year, I will commit to hearing and/or asking for hearings on this issue.**

3. There is rapidly increasing industrial use of Alaska's public infrastructure for mining and other resource extraction operations. Are you willing to look at and work towards legal changes to definitions of "commercial" and "industrial" transportation with the goal of requiring heavy industrial users to share the financial burden for their use of public infrastructure?

**Yes, and I believe that this is the best way to approach this issue legislatively going forward.**

- 3a. Are you willing to pursue imposing and enforcing weight limits on vehicles using public highways and bridges?

**I am willing to consider weight limits, though HB 305 that I introduced last year made it clear that there is important nuance to legislation seeking to use weight of trucks as the key factor in preventing/ slowing industrial ore hauling. I continue to explore the issue and look for solutions that could have both needed bi-partisan political buy-in and achieve the best result for public safety and use of our public roads.**

- 3b. Are you willing to pursue clarifying and improving the permit system for oversized vehicles?

**Yes, and I believe this is a good approach to addressing this issue.**