

## **Response from Maxine Dibert**

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 concerned about the safety and financial impacts of using our public road system for DSO. I have two young adult children who drive our roads and their safety, and the safety of all families is important to me. I represent a working class district, so I am always looking at how to protect their pocketbooks and their jobs. Not only does this model potentially compromise safety for residents and put additional strain on our infrastructure, it also raises the likelihood of increased costs for taxpayers.**

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

**Like all of my priorities in the legislature, we must ensure that the expansion of any industry or program is fiscally responsible and does not burden Alaskan taxpayers. It is also very important to me that we listen to the voices of tribes and residents of small rural communities as policy on these issues is crafted. We should also seek input from the tourism industry regarding potential or real impacts of industrial uses of our roads and highways.**

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?

**Yes, I am willing to speak directly with any key stakeholder regarding this action plan, including the governor and the DOT&PF commissioner. I believe that having an open conversation and transparency in this process is essential.**

- 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 will advocate for the incorporation of the study's recommendations into legislative action and follow up with state agencies to help ensure they are addressed when policy, regulations, and legislation are being crafted.**

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

**Absolutely, we must ensure that we have these hearings to promote accountability and address safety concerns related to the ore haul impacts and other proposed industrial uses of our roads**

**and highways. This will allow committees to welcome testimony from those who are most affected in our communities.**

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?

**Although no one likes when any big trucks are driving through Downtown Fairbanks, the distinction between industrial and commercial trucks is significant. I am eager to explore this issue more, including possible legal changes to ensure that heavy industrial users contribute more fairly to the maintenance of public infrastructure.**

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

**Yes, I would support reasonable legislation that ensures we have the necessary guardrails to protect our infrastructure and the safety of all road users.**

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

**In my view the permitting system does need to be revisited and updated. The financial burden of road maintenance should not fall on everyday Alaskans who aren't necessarily contributing to the harm.**