

Response from Scott Kawasaki

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 highly concerned about both the public safety of our roads which will have large trucks on them during times of high traffic, but also the costs incurred to road maintenance which comes from the general fund and competes for road maintenance across the city and borough. It is great to see that no one has been killed or injured during these initial months of hauling and that is because of good and responsible drivers. Truck traffic may never directly impact a person in West Fairbanks, but the road maintenance money has to stretch that far.

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

Industrial use and public infrastructure should be treated as two specific things generally which it comes to both spending on high capital dollar items or the use of user fees that could help maintain facilities.

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 have requested the information of the Governor and the Administration on behalf of my constituents.

- 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?

The Governor has much power in the administration of government. The only way to keep an executive branch in check and accountable to the people is often to have a powerful legislative branch that can call for hearings, host inquiries and hold the budget until answers are given in the appropriate way and venue.

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

I have held the committee hearings in my own State Affairs Committee that I chair as well as in the Senate Resources Committee to bring up testimony from the administration and also receive much-needed public input in the process.

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?

I have done research on the issue even before this group formed. The state has an obligation to public infrastructure and we must also consider the ramifications of long term maintenance. Alaska currently has over \$2-billion in deferred maintenance not including the university or municipal government buildings. Ultimately the cost causer should be a cost payer in most examples.

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

I authored and introduced legislation to establish a permitting and fee system for truck weight GVW which basically places a higher fee on heavier trucks. A mom in a minivan should not have to shoulder the financial burdens of road maintenance when they are a small part of the overall maintenance.

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

Again, I wrote and introduced legislation with Representative Carrick that put forward a overweight permit system. It was a rough draft worked on by the DOT Weights and Measures, the Alaska Truckers Association, owners or trucking companies, legislative legal services and my office.