

Responses from Pamela Goode:

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?

STATEMENT: I support mining and resource development in Alaska as long as it is “responsibly” conducted in a manner that prioritizes the concerns of the people affected. This is not only the impact to the environment by the development itself, but also to the people’s communities, lifestyles, and way of life they have chosen, before the mine became a reality. Creating jobs for Alaskans and increasing the local economies is good and more than welcomed but must be conducted in a manner that will always put the valid concerns of the people first. I cannot stress this enough.

LEVEL OF CONCERN:

1. SAFETY: *HIGH*- I have had major concerns since the plan was mandated on the people affected by the hauling of ore from the Manh Choh mine to the Fort Knox Mine for processing. At the time the people were informed of the ore haul plan, many of the roads were not in good condition and the bridges, that were to be used, specifically the Johnson, Gerstle and Robertson, were old and narrow. Along this route are many school bus stops, steep hills, and private driveways. By the time “the people” were informed, it was apparent that the plans had been in place for some time. All remaining efforts to work with the people were merely to pacify. When the public takes great measures to organize, petition, and submit lawsuits, it is clear that their concerns and any impact to their lives were an afterthought to the project but not a priority. Priorities given to the project were identifiable obstacles that might derail progress. It was not the people. Some of the areas on the ore haul route are not heavily populated during the wintertime. The roads and bridges are normally far more dangerous in the winter. Having less traffic makes travel possible but with higher levels of vigilance required. The steady increased flow of these large heavy trucks exponentially adds to the seriousness and stress of road travel, along with concern for the children catching buses on the route. Winter will soon be here, and the current volume of these trucks have not yet been tested on the roads or the bridges under these conditions. Let's take the narrow Gerstle River Bridge as an example. Deep subzero temperatures, darkness, with snow drifting in the corners of the bridge are not unusual conditions on this bridge in the winter. The frequency of oncoming ore haul trucks with 96 wheels creating a whiteout on that bridge is an accident waiting to happen. It does not matter who crosses the center lane if the result is another fatality involving an ore haul rig.

2. FINANCIAL: *HIGH*- Large amounts of federal funds and state matching funds were necessary for the upgrades to the ore haul route. Some upgrades had been necessary for some time, but it was not until the ore haul began, that the upgrades came to fruition. Of great concern is the Permanent Fund (owned by all Alaskans) picking winners and losers by investing in this project against the will of so many. The permanent fund invested \$10 million in Contango, which currently as I write this is at \$18.96/share and is worth less than the

private equity placement original investment of \$21/share a few years ago. In other words, the state is holding an unrealized capital loss in this position. To focus on this a bit more, we have a problem in this state with depleted amounts in the Earnings Reserve Account that receives the income of the Permanent Fund and is used to pay the PFD and contribute to the General Fund. Contango pays no dividend, and on top of its current loss position has not contributed ONE DIME to the Earnings Reserve Account. This one investment, as a sample, could be extrapolated and may be indicative of a greater issue if they invest like this elsewhere. A simple meat and potatoes prudent dividend paying equity investments or bonds with current rates in excess of 5% would have actually contributed to the fiscal well-being of the Earnings Reserve Account, PFD and General Fund. STATE SELECTED PROJECT: The Johnson, Gerstle and Robertson bridge replacement were not previously on the STIP prior to the Permanent Fund's \$10 million investment in Contango. The concern is cronyism. If these bridges are truly the worst three bridges in the state, that would be one thing. If there are other projects that have been waiting patiently on the STIP that have been dislodged, that is another. The very fact that the exponentially higher rate of traffic on these old bridges, due to the ore haul, currently testifies that the bridges could have gone longer before replacement if other projects around the state had a higher need for the people of Alaska. It is clear that the State of Alaska has been financially supporting aspects of this mining effort from roads, bridges, training, etc. along with an increase in maintenance cost and snow plowing.

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

I believe in responsible resource development. Corporations extracting Alaska's resources should be investing in Alaska and be a benefit to Alaskans. The state should not be subsidizing industry for corporate profits. It should not cost Alaskans more or be a direct or indirect burden or safety issue, for the resources to be developed.

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?

According to the ASHA website, "The Alaska Richardson Steese Highways Corridor Action Plan, draft version, is now available for public review and comment. The plan is 308 pages. Given time, I would make this a priority for review.

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 am a happy to review the recommendations presented. I am in full support of implementing all measures necessary for the safety of Alaskans and prolonging the integrity of our road system.

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

Yes. This issue is controversial for the people living in our district that use the road system and live in the affected areas of the ore haul. All voices have a right to be heard; those opposed and those in support. It is understood that the Direct Shipment of Ore (DSO) model may be used in other parts of Alaska, affecting more lives and travel. It is vital that this model is not further implemented without regularly hearing from the people on how DSO is impacting or benefiting their lives. The safety of Alaskans is paramount.

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

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

I am willing to do my due diligence and review the supporting data. I acknowledge there are major issues in place and that excessive weight on roads cause greater damage. Enforcing weight limits are not uncommon or unreasonable. I very much support prolonging the integrity and safety of our road system for Alaskans.

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

I am willing to review the data and systems currently in place referencing oversized vehicles in Alaska and other areas. I am in support of implementing all measures necessary for prolonging the integrity of our road system.