

Responses from Will Stapp:

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?

Highway safety and financial impacts must be prioritized for all. Public infrastructure serves everyone, so maintenance should benefit all users, supporting quality of life and economic development. Alaska's out-migration crisis necessitates investing in our state to maintain an attractive business climate. This is crucial for the health and wellbeing of our people and economy.

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

Commercial use of Alaska's highways has been integral to our economy for decades. When reconsidering statutes and regulations related to commercial use, no user group should be treated differently from others.

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

- 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?

Considering the report has not been released it is difficult to answer how to adhere and implement it. I would certainly look to implement recommendations that are practicable.

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

I am certainly willing to have hearing regarding accountability.

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?

We need to closely look at the question and understand the reasoning behind it. Changing the definitions of "commercial" and "industrial" transportation would impact all industries in

Alaska. It's crucial that any changes are evaluated by all industries to ensure fairness. For instance, these changes could affect activities to and from the North Slope and harm our state's economy. All users of our public roads, both commercial and non-commercial, should be part of the discussion to prevent unintended consequences and ensure fairness.

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

This is not something I would pursue without clear recommendations from all the Stakeholders involved in the trucking industry.

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

Yes