



April 6, 2026

The Honorable Jesse Bjorkman  
Chair, Senate Transportation Committee  
Alaska State Capitol, Room 427  
Juneau, AK, 99801

Dear Chair Bjorkman,

Thank you for the opportunity to follow up on questions raised during the March 24, 2026, Senate Transportation Committee hearing. The Alaska Department of Transportation and Public Facilities (DOT&PF) provides the following information responsive to committee inquiries.

#### **Asphalt Pay Incentives and Use of Technology (Sen. Bjorkman)**

Senator Bjorkman asked whether DOT&PF could implement a uniform policy providing pay incentives for contractors using technology to ensure consistent asphalt mat temperature.

DOT&PF currently maintains a robust pay incentive program for asphalt paving that evaluates multiple aspects of pavement quality. These include ride quality, joint performance, and overall material quality, using a statistical approach consistent with practices used in other states.

While uniform asphalt mat temperature may be one factor that contributes to pavement quality, it is not the sole—or primary—determinant. Instead, incentive payments are based on measured performance of the final product, including properties such as asphalt binder content, density, and overall pavement smoothness. This approach ensures that incentives are tied directly to long-term performance outcomes rather than any single construction input.

#### **Consideration of Cyclists and Non-Motorized Users (Sen. Tobin)**

Senator Tobin asked whether DOT&PF considers cyclists and other non-vehicle users when assessing asphalt conditions, particularly on shoulders used as bike routes, and suggested incorporating feedback from user groups such as long-distance cyclists.

DOT&PF collects pavement condition data across the highway system regardless of primary use. Current pavement performance measures, such as rutting and smoothness, are applied consistently and are not differentiated between motorized and non-motorized users. At this time, there is no widely adopted national standard that establishes separate pavement quality criteria specifically for non-motorized users.

Chair Bjorkman  
DOT&PF Response STRAN Hearing  
April 6, 2026  
Page 2 of 2

DOT&PF appreciates the committee's engagement on these topics and its continued interest in improving transportation system performance and accessibility across Alaska. Please let us know if additional information would be helpful.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ryan Anderson".

Ryan Anderson P.E.  
Commissioner

cc: Andy Mills, Legislative Liaison, DOT&PF  
Jordan Shilling, Legislative Director, Governor's Legislative Office