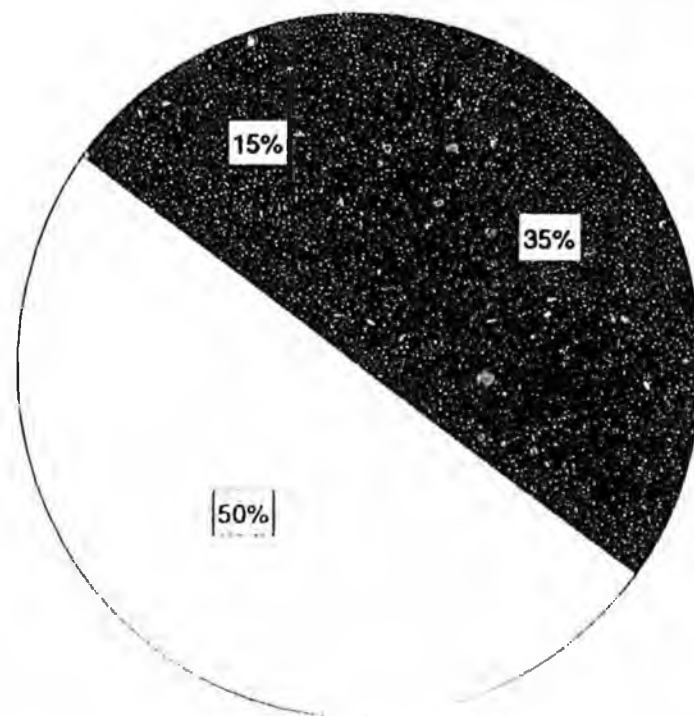


ISTEEA

SECTION 118 (F)

FUNDS MADE AVAILABLE TO THE STATE OF ALASKA AND THE COMMONWEALTH OF PUERTO RICO UNDER THIS TITLE MAY BE EXPENDED FOR CONSTRUCTION OF ACCESS AND DEVELOPMENT ROADS ~~ON A FEDERAL-AID SYSTEM THAT~~ WILL SERVE RESOURCE DEVELOPMENT, RECREATION, RESIDENTIAL, COMMERCIAL, INDUSTRIAL, OR OTHER LIKE PURPOSES.

FHWA FUNDING 1994-1999



- BOROUGH
TRANSPORTATION
PROGRAM**
- CORE SYSTEM PROGRAM**
- SYSTEM EXPANSION
PROGRAM**

	1994-1995 (per year)	1996-1999 (per year)
BOROUGH TRANSPORTATION PROGRAM	\$75,600.0	\$77,000.0
CORE SYSTEM PROGRAM	\$108,000.0	\$110,000.0
SYSTEM EXPANSION PROGRAM	\$32,400.0	\$33,000.0
TOTAL FHWA	\$216,000.0	\$220,000.0
MATCH	\$27,800.0	\$28,300.0
TOTAL PROGRAM	\$243,800.0	\$248,300.0

(\$'s in thousands)

BOROUGH TRANSPORTATION PROGRAM (\$'s in thousands)

FORMULA:	1994-1995 (per year)	1996-1999 (per year)
SURFACE TRANSPORTATION PROGRAM	\$41,820.0	\$41,820.0
TRANSPORTATION ENHANCEMENTS	\$7,560.0	\$7,560.0
SAFETY	\$5,040.0	\$5,040.0
CONGESTION MITIGATION AND AIR QUALITY	\$5,040.0	\$5,040.0
FHWA SUBTOTAL	\$59,460.0	\$59,460.0
MATCH	\$6,600.0	\$6,600.0
TOTAL	\$66,060.0	\$66,060.0
COMPETITIVE FUNDING:		
SURFACE TRANSPORTATION PROGRAM	\$11,600.0	\$12,680.0
SAFETY	\$2,520.0	\$2,660.0
BRIDGE	\$1,010.0	\$1,100.0
PLANNING	\$1,010.0	\$1,100.0
FHWA SUBTOTAL	\$16,140.0	\$17,540.0
MATCH	\$1,800.0	\$1,960.0
TOTAL	\$17,940.0	\$19,500.0

FUNDING TARGETS
BOROUGH TRANSPORTATION PROGRAM (\$'s in thousands)

(Portions of these amounts are designated for safety and transportation enhancements)

BOROUGH	1994-1995 (per year)	1996-1999 (per year)**
ALEUTIANS EAST BOROUGH	\$530.0	\$530.0
BRISTOL BAY BOROUGH	\$550.0	\$550.0
CITY AND BOROUGH OF JUNEAU	\$3,120.0	\$3,120.0
CITY AND BOROUGH OF SITKA	\$1,180.0	\$1,180.0
DENALI BOROUGH	\$500.0	\$500.0
FAIRBANKS NORTH STAR BOROUGH*	\$9,690.0	\$9,690.0
HAINES BOROUGH	\$630.0	\$630.0
KENAI PENINSULA BOROUGH	\$5,100.0	\$5,100.0
KETCHIKAN GATEWAY BOROUGH	\$1,770.0	\$1,770.0
KODIAK ISLAND BOROUGH	\$1,720.0	\$1,720.0
LAKE AND PENINSULA BOROUGH	\$490.0	\$490.0
MATANUSKA SUSITNA BOROUGH	\$5,310.0	\$5,310.0
MUNICIPALITY OF ANCHORAGE*	\$26,500.0	\$26,500.0
NORTH SLOPE BOROUGH	\$850.0	\$850.0
NORTHWEST ARCTIC BOROUGH	\$700.0	\$700.0
UNORGANIZED BOROUGH	\$6,970.0	\$6,970.0
YAKUTAT BOROUGH	\$450.0	\$450.0
SUBTOTAL (includes Match)	\$66,060.0	\$66,060.0
COMPETITIVE FUNDING	\$17,940.0	\$19,500.0
TOTAL	\$84,000.0	\$85,560.0

*Congestion Mitigation and Air Quality Included

** Funding targets to be re evaluated at future meetings of the working group

What's Happening to ISTEA IN ALASKA?

In a nutshell, ISTEA helped Alaska to put its transportation policy into practice. Under ISTEA, state government doesn't have to ask federal permission before making most decisions about roads and ferries. The absence of federal involvement means each state must rely on its own policy when making these decisions. *Tomorrow's Alaska: Transportation for the Twenty-First Century* gives a clear statement of such policies for Alaska.

What's in the policy plan?

Tomorrow's Alaska: Transportation for the Twenty-First Century lays out policy for the entire transportation system. It recommends policy in three key areas: (1) investment, (2) financing and (3) responsibility. It calls for balance between the competing demands of spending on current needs and investing in our future. It lays out a plan for taking better care of the transportation system. It provides a good foundation for future transportation policy.

Where do ISTEA dollars come from?

In 1956, the federal government established the highway trust fund. From this trust fund flows much of the funding for highway construction in Alaska. In return, the federal government requires maintenance of the completed project. Highway trust fund dollars are authorized by multi-year highway acts, the most recent of which is ISTEA.

Over the years, the highway trust fund has been one of the state's best friends in Washington, D.C. The flow of dollars to our state has been generous. Compared to other federal programs, the highway trust fund stands out as one of the largest sources of federal dollars for Alaska. Under ISTEA, this dollar flow is expected to surpass \$200 million annually.

By enacting ISTEA, the federal government mandated change in transportation policy. *Tomorrow's Alaska* provides the blueprint for change in Alaska. Linking ISTEA with *Tomorrow's Alaska* provides the opportunity to improve how transportation decisions are made.

ISTEA stands for the Intermodal Surface Transportation Efficiency Act of 1991. This federal law provides funding for highways, transit systems, ferries, roads, bikepaths and other types of surface transportation. ISTEA makes the most sweeping changes to these programs in over 30 years.

What's Happening to ISTEA IN ALASKA?

How does ISTEA help us to implement Tomorrow's Alaska?

Tomorrow's Alaska recommends that we increase our investment in the transportation system.

- ☞ ISTEA authorizes a major increase in federal dollars for investment in a balanced program of improving surface transportation and addressing system expansion.

Tomorrow's Alaska recommends that we change what happens to the taxes and fees paid by users of the transportation system.

- ☞ ISTEA demonstrates success in financing transportation from user fees and taxes.

Tomorrow's Alaska recommends moving authority for making transportation decisions to those closer to problems that need solutions.

- ☞ ISTEA emphasizes that local government and concerned citizens must participate in decision-making about surface transportation.
- ☞ ISTEA encourages governments to tackle the most pressing problems by removing restrictions on federal dollars.

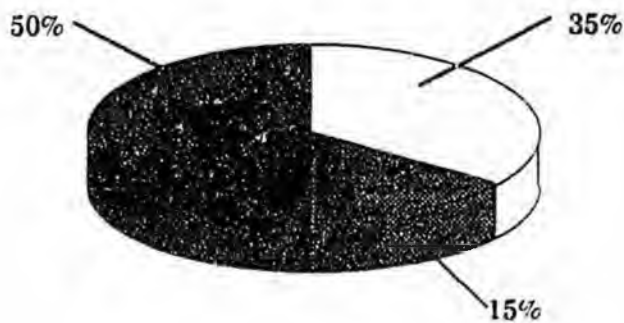
- Core System Improvements (Fifty percent)
- Borough Transportation Program (Thirty-five percent)
- System Expansion (Fifteen percent)

So what changes in Alaska?

In 1991 and 1992 department staff took a hard look at how the state makes transportation decisions. During our work on the state transportation plan, the public told us that they wanted us to do an even better job. Both ISTEA and *Tomorrow's Alaska* told us that things needed to change. We couldn't come up with changes all by ourselves. During the summer we talked to many of you. In September we worked with the Alaska Municipal League to convene a working group of municipal and state officials to discuss ISTEA and *Tomorrow's Alaska*.

Tomorrow's Alaska emphasizes investments critical to the health of the state's economy. State investment needs to concentrate on the key links in the transportation network. These highway and ferry links - termed the core system - require the majority of ISTEA funding. When we met with municipal officials, they affirmed the importance of state investment in the core system. Prudence dictates that balance be achieved between spending on core system improvements and investing in system expansion.

Tomorrow's Alaska also points out that state government has a tough time making decisions that are local in character. At the same time, the state constitution calls for maximum local self-government. Borough governments should have the opportunity to decide about investing in roads, streets, bikepaths and transit systems. At least thirty-five per cent of ISTEA funding should be spent on the local parts of the surface transportation system.



**Spending public dollars is important.
Both federal and state policy call on us to -**

Open up the decision-making process.

Look at more choices.

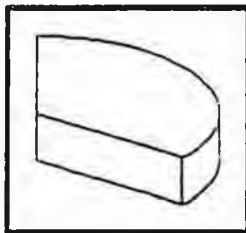
Ask local government to make more decisions.

Do a better job of looking at the big picture.

Find ways to make the system more efficient.

Pay more attention to non-automobile transportation.

Invest in enhancing our quality of life.



Borough Transportation Program

Transportation can shape a community. When we leave our home, we do so with local transportation. Each area of the state needs help in improving the local

ability to get around. In terms of government's role, the first place to look is the state constitution. It says that areawide decisions should be made by a borough organized around an area and population with common interests.

The Borough Transportation Program builds upon this foundation. It establishes a funding target made up of ISTEA dollars for each borough and for the unorganized borough. Each borough will work with local communities in preparing a six-year plan made up of ISTEA projects. (The state Department of Community and Regional Affairs will play this role in the unorganized borough.) These plans provide the basis for preparing the local portion of the Capital Improvement Program and each year's capital budget.

What makes this program so special?

In transportation, local involvement in decision-making is extremely important. ISTEA emphasizes that surface transportation means more than asphalt and automobiles. Every mile of road has its own set of

impacts on our quality of life. Choices must be made before a road or anything else can be changed. It is important to weigh impacts and choose between alternatives. In many communities, these choices can involve transit alternatives and even clean air impacts. Local elected officials can make the best decisions when it comes to the local parts of the surface transportation system.

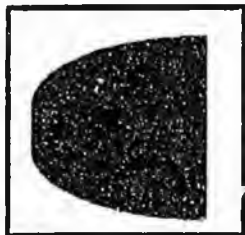
Thirty-five percent of ISTEA funding goes to the Borough Transportation Program. How is the money distributed?

Eighty percent of this program is designated for individual boroughs: Each borough (including the unorganized borough) has a funding target which will be used to prepare a six-year plan. Each funding target includes a base amount plus the formula share for that borough. Most of this funding can be spent on any improvement eligible under ISTEA. A portion of each funding target is intended for two special purposes - safety and transportation enhancements. Federal planning dollars are available to pay for the costs of preparing each borough's plan.

Twenty percent of this program is distributed on a competitive basis: Competitive funding is available for several special purposes. These include improving safety, repairing and replacing bridges and paying for special projects.

What's Happening to ISTEA IN ALASKA?

Core System Improvements



Our economy and our future depend on the mobility that the core system provides. Each day core highways and ferries move passengers and freight throughout the state. Without these

links, our lifestyle would be very different. Passenger and freight transportation would be more expensive and less convenient. Residents and visitors alike would lose the ability to travel between communities for purposes such as employment, service delivery, social exchange and personal enjoyment. We must take care of this system so it can continue to serve us.

The purpose of the core highway system is to serve statewide purposes such as the long-range movements of people and goods. Core highways and ferry routes stretch across rural Alaska. They provide surface access for the state's key industries. They connect all communities with more than 5,000 residents. In remote parts of Alaska, service by air takes the place of surface transportation connections. At each community, the core system includes the link from the airport to the community center.

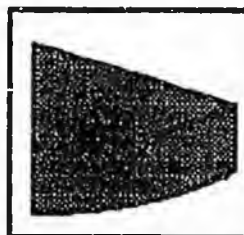
“Core” highways provide connections from:

- Community center to community center.
- Airport to community center.
- Ferry terminal to community center.

“Core” highways also:

- Provide access to rural resources.
- Connect strategic import and export points that ship to or from national and international markets.

System Expansion



The purpose of system expansion is to invest in Alaska's future. ISTEA provides the capability to do this while meeting the investment needs of the existing transportation system. In the future we will need a transportation system that provides mobility for our activities and

access to land, resources and communities. To get there, we need to make hard decisions about long-term, costly additions to the transportation system.

Tomorrow's Alaska recommends that we invest in system improvements, expansions and enhancements. ISTEA provides federal funds to address each of these investment needs. For system expansion, *Tomorrow's Alaska* identified eight priorities for investment over the next six years. Last year, the capital budget funded further work aimed at evaluating these priorities. Construction funding for system expansion projects will be subject to future capital budgets.

Following legislative approval, ISTEA dollars can be used to finance system expansion. However, first each of these priorities must undergo an exhaustive assessment, as required by federal law. A public comment and review process helps to guide a full technical and environmental evaluation. The purpose of this process is to carefully assess the proposed improvement and its social and environmental impacts.

One possible result of this process is that the proposal is too costly for the benefits received. Another possible conclusion is that the anticipated impacts from the proposal are so significant that the project should not be built. A project must satisfy the requirements of the federal environment laws before it can be built with ISTEA dollars. A similar finding is needed for any state-funded actions that require a federal permit.

Other Provisions in ISTEA

ISTEA brings to transportation a new way of thinking. A visible example involves what are termed "transportation enhancements". ISTEA lists the ten activities that are eligible. A portion of funding from the Surface Transportation Program can be spent only on activities that are on this list. In Alaska, this portion totals over eleven million dollars each year. The list ranges from stormwater drainage to pedestrian improvements to the operation of historic transportation structures. In between are a number of activities that previously received little emphasis, and were often deemed ineligible for federal funding.

What's this about STEP?

STEP stands for the Scenic Travel Enhancement Program. STEP emphasizes how transportation can help us appreciate what makes Alaska such a special place. One way to do this is to designate scenic highways, as recommended by *Tomorrow's Alaska*. STEP fits perfectly under the umbrella of transportation enhancements in ISTEA.

Another important feature of ISTEA is its reliance on state standards. Standards are used by engineers to determine what size of facility to build. Each project built with ISTEA dollars must be constructed to approved standards. Previously, engineers had to apply national standards to federally-funded projects. Now the state is given the opportunity to come up with its own standards for most roads. The department is about to approve a new standard under these provisions. This standard covers heavy-duty boardwalks that carry motorized vehicles in Alaska's villages.

Why did Congress make these changes?

The federal government is sending a message to those that manage ISTEA dollars. That message is that it is time for the technical specialists to loosen up. Government bureaucrats need to pay more attention to the big picture. They need to search harder for creative and innovative solutions to pressing problems in the transportation system. With ISTEA dollars, we can make our country an even greater place to live through improvements that provide both transportation and a better environment.

Conclusion

This brochure tries to answer some basic questions about a confusing and complicated business. We invite you to ask us about ISTEA, *Tomorrow's Alaska* and the department's programs. We would like to meet with you and make a presentation. To carry out our missions we need to talk to you.

What is the mission of DOT&PF?

A key mission for the Department of Transportation and Public Facilities is to provide for the safe and efficient movement of people and goods on the state's core transportation system. A second critical mission is to provide support and oversight to the entire transportation network. The department carries out these missions by helping people to get the transportation services they need. Through working with others we can ensure the sound development of the transportation network.

Who do I call?

For questions on this brochure, David Hawes @ 465-8944. To speak to the interim manager of Borough Transportation Program, John Martin @ 465-6940. For questions on STEP, Sandi Anderson @ 465-6975. On other types of enhancements, Dawn Mach @ 465-6987. (Text telephone @ 465-3652.) For projects in Central Region, Janet George @ 266-1470. For projects in Northern Region, Jonathan Widdis @ 451-2381. For projects in Southeast Region, Mike McKinnon @ 789-6230. For the unorganized borough, Ike Waits @ 269-4571.

What other information is available?

- Working Group proposal.
- Capital Improvement Program.
- Core system maps.
- Description of eligible transportation enhancements.
- STEP video.

Allocation of ISTEA Funding

Key Points

This proposal calls for the allocation of federal funding for surface transportation to borough governments. It lays out a process for selecting capital improvements to the local portion of the surface transportation system in Alaska. The proposal affects only the funding of capital improvements. Maintenance arrangements are not altered by this proposal.

- **The working group was convened at the request of the Conference of Mayors at the end of July.** Its purpose was to evaluate the proposal from the Department of Transportation and Public Facilities to establish a borough transportation program. Members from eight municipal governments met with department managers in early September to prepare this proposal.
- **The working group recommends that at least thirty-five percent of ISTEA funding be allocated to local transportation improvements.** ISTEA stands for the Intermodal Surface Transportation Efficiency Act of 1991. ISTEA provides the federal dollars that pay for capital improvements to surface transportation facilities such as highways, transit, ferries, roads and bikepaths.
- **The state department of transportation and public facilities should help each borough government to prepare a multi-year transportation plan.** Each borough must elect how they wish to participate in the preparation of an areawide plan. Ideally, the state role should be limited to one of financial and technical assistance. With respect to the unorganized borough, state agencies will need to coordinate the areawide planning process. Municipal officials must be involved in the formulation of areawide plans in the unorganized borough.
- **Applying thirty-five percent to the statewide target for ISTEA funding results in a minimum program level of \$83 million annually.** This figure includes \$75 million in ISTEA funding and \$8 million in state match, and will change if the statewide target for ISTEA funding changes. Most of this funding is allocated through an annual funding target for each of fifteen boroughs and the unorganized borough. State funds pay the required match for each project in the program.
- **ISTEA funding alone is inadequate to meet the transportation needs of our state.** Municipal officials must work with state officials to identify other sources of funding to meet these needs. Alaskans should be given the opportunity to support more funding for transportation improvements.

Minimum Program: Local Transportation Improvements

Funding Targets Include State-Provided Match

Based on the Statewide Target for ISTEA Funding of 215 Million

Formula portion (ISTEA/State Match) Subtotal = 61,120,000

Borough	Individual Target
Aleutians East Borough	560,000
Bristol Bay Borough	560,000
City and Borough of Juneau	2,890,000
City and Brough of Sitka	1,110,000
Denali Borough	500,000
Fairbanks North Star Borough*	9,000,000
Haines Borough	670,000
Kenai Peninsula Borough	4,670,000
Ketchikan Gateway Borough	1,670,000
Kodiak Island Borough	1,560,000
Lake and Peninsula Borough	500,000
Matanuska-Susitna Borough	4,890,000
Municipality of Anchorage*	24,650,000
North Slope Borough	780,000
Northwest Arctic Borough	670,000
Unorganized Borough	6,440,000

Note: An asterisk (*) denotes that the funding target includes funding for congestion mitigation and air quality.

Special project fund (ISTEA only)	10,000,000
Planning (ISTEA only)	1,000,000
Special purpose discretionary (ISTEA only) (Bridge/Safety/Enhancements)	9,000,000
State Match Estimate for Non-Formula Programs	1,880,000
Current Program Base (Annual) (Includes \$75 million in ISTEA funding and \$8 million in state match)	83,000,000

ALLOCATION OF FEDERAL DOLLARS TO THE ALASKA TRANSPORTATION SYSTEM

Purpose is to provide for a stable level of funding so that long term plans can be developed and implemented for the surface transportation system throughout the state.

- The proposal to share at least 35% of the ISTEA dollars with boroughs meets the spirit of what the U.S. Congress mandates in other states.
- The state needs the ability to meet transportation needs that can not be met by any other entity. These needs include providing ferry service to remote coastal communities and the transportation facilities necessary to develop our natural resources.
- As a transportation system, the core transportation system has a higher value to fulfill. It is in everyone's interest to ensure adequate resources are identified.
- As a general matter, projects on the core transportation system are more expensive per mile than local transportation projects.
- The working group recognizes that the federal dollars will not solve all of the funding needs for transportation. The administration and the department have committed to assisting in identifying solutions.

ISTEA ALASKA ALLOCATION
\$215 Million

DISTRIBUTION	STATE (ADOT)		LOCAL (Borough)	
	\$	%	\$	%
26 Million (NHS)	\$26 M	12		
26 Million (int. Maint.)	\$26 M	12		
5 Million (CMAQ)			\$5 M	2
158 Million/2 50/50	\$79 M	37	\$79 M	37
TOTAL \$215 Million	\$131 M	61%	\$84 M	39%

AML POSITION

Boroughs should receive an allocation which is no lower than 35% of the TOTAL.

35% = \$75 Million

Of the \$75 Million:

CMAQ (Anchorage & Fairbanks)	\$5 Million
Entitlement	\$50 Million
Special Projects	\$10 Million
Planning	\$1 Million
Discretionary (Safety, (Enhancements, Bridge, etc.)	\$9 Million

Groundrules

Participation shall be elective.

Minimum participation by a borough shall be the responsibility to prepare annually, a six-year plan describing how the borough would spend their allocation. This plan should be approved by the borough assembly, unless otherwise directed by federal law.

Participation by a borough shall not require them to accept any maintenance responsibility that is currently performed by the state.

The state shall provide the required match for ISTEA funds.

Rules for the development of individual projects shall be as simple and flexible as the Federal Highway Administration will allow.

Annually, each borough should verify its agreement with the map of the "Core Transportation System" routes within its jurisdiction. This verification should take place prior to preparation or update of its plan.

Boroughs which cannot utilize their entire formula allocation within any year may receive a credit for use in a future year.

For projects which spend federal money on a route which the borough maintains, the borough shall provide assurances to the state that they will continue to maintain that route for the life of the investment.

Criteria to prioritize special projects and other discretionary programs shall be jointly developed with borough participation.

If a borough fully utilizes 10% of its allocation for the enhancement program or the safety program it may submit additional enhancement and safety projects to compete on a statewide basis. Allocations for enhancement and safety may be traded among the boroughs or the state for general construction funding.

Over a three year period, no borough shall receive more than 50% of the statewide discretionary and/or special project funding.

For boroughs which do not participate in the borough allocation program the state will endeavor to provide a plan for the use of an equivalent amount of federal funds in that area and will consult and cooperate with the local government in the prioritization of those funds.

The working group shall meet to review the program by September 30, 1993 (the end of federal fiscal year 1993).

Guidelines

Core System Identification

Highways and Marine Highways

Purpose--The purpose of this effort is to identify a statewide network of routes that serve long-range movements and other statewide purposes. Within each borough's boundaries, this identification should be accomplished through a joint effort involving the state and the individual borough. The following criteria have been developed to guide the identification of a uniform and consistent system through-out the state.

Long-range movement--Travel for the purpose of moving from one part of the state to another part of the state and for interstate travel and commerce. Among other purposes, routes that serve long-range movement enhance the defensive capabilities of the nation. Examples of long-range movements include passenger travel, the shipment of goods and supplies, and the export of resources to market. Typical long-range movements involve a minimum of at least half an hour in travel time.

Specific types of routes that serve statewide purposes

Community-to-community connections--Are provided to communities with organized governments by highway, marine highway or aviation service in different parts of Alaska. In the railbelt, land highways connect the center of each organized community to the state highway network. In Southeast and parts of Southwest Alaska, organized communities are linked to each other and the state highway network by marine highway service. In other parts of Alaska, very few highways links between organized communities have been constructed.

Airport connections--Airports with scheduled air service are part of the core system. Surface connections via road or ferry tie the airport to the community center in both urban and rural Alaska. These surface connections are included in the core transportation system. Airports with scheduled air service are typically classified as International, Regional Center, District, Transport or Community.

Ferry terminal connection--Marine highway service to communities is part of the core transportation system. Road connections link the ferry terminal to the center of each community.

Rural resource access--Is provided by land highway to a number of destinations in rural Alaska. In the past, construction of these highways has been prompted by the benefits of additional surface

connections across Alaska. For example, specific benefits arise when routes traverse areas with significant resource concentrations, such as mineral deposits, timber and visitor destinations.

Entry and exit points--Land highway links to major ports and other principal points where natural resources and other commodities are imported from and/or exported to national and international markets. These ports and other points should satisfy thresholds that establish their importance to the regional and statewide economy.

Air quality standards attainment--New routes that provide for high volume movement of regional traffic, the construction of which will contribute significantly to the attainment of air quality standards.

Federal Program Overview

Breakdown of FFY94 Apportionment Estimate of \$220 Million

Program Structure	FFY94 Estimate
Congestion Mitigation/Air Quality	4,800,000
Surface Transportation Program	115,300,000
Bridge	6,300,000
National Highway System	52,000,000
Interstate Maintenance	21,200,000
Hold-Harmless Estimate	15,300,000
Planning and Research	5,100,000

ALASKA INTERIM CORE HIGHWAY SYSTEM

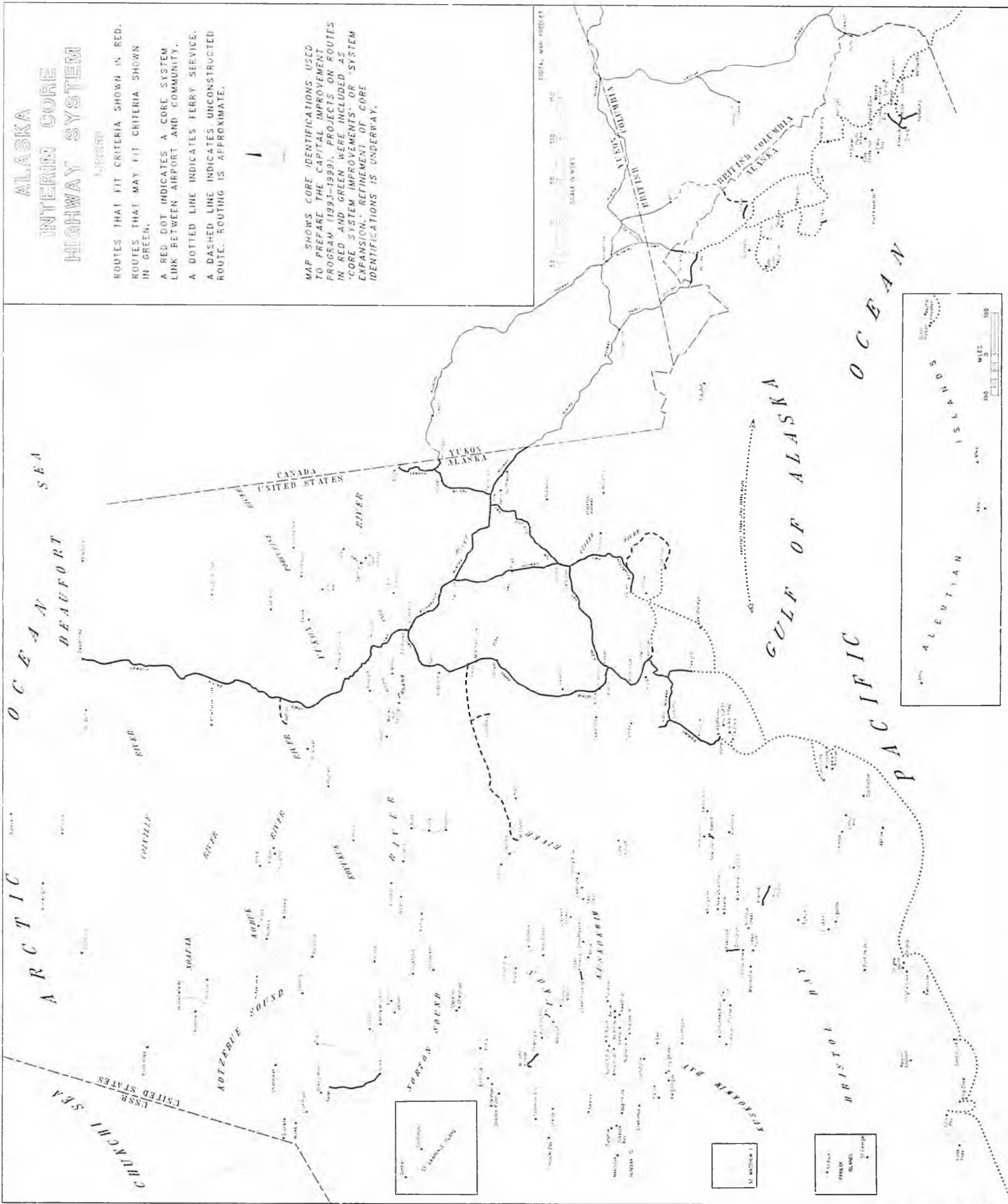
ROUTES THAT FIT CRITERIA SHOWN IN RED.
ROUTES THAT MAY FIT CRITERIA SHOWN
IN GREEN.

A RED DOT INDICATES A CORE SYSTEM
LINK BETWEEN AIRPORT AND COMMUNITY.

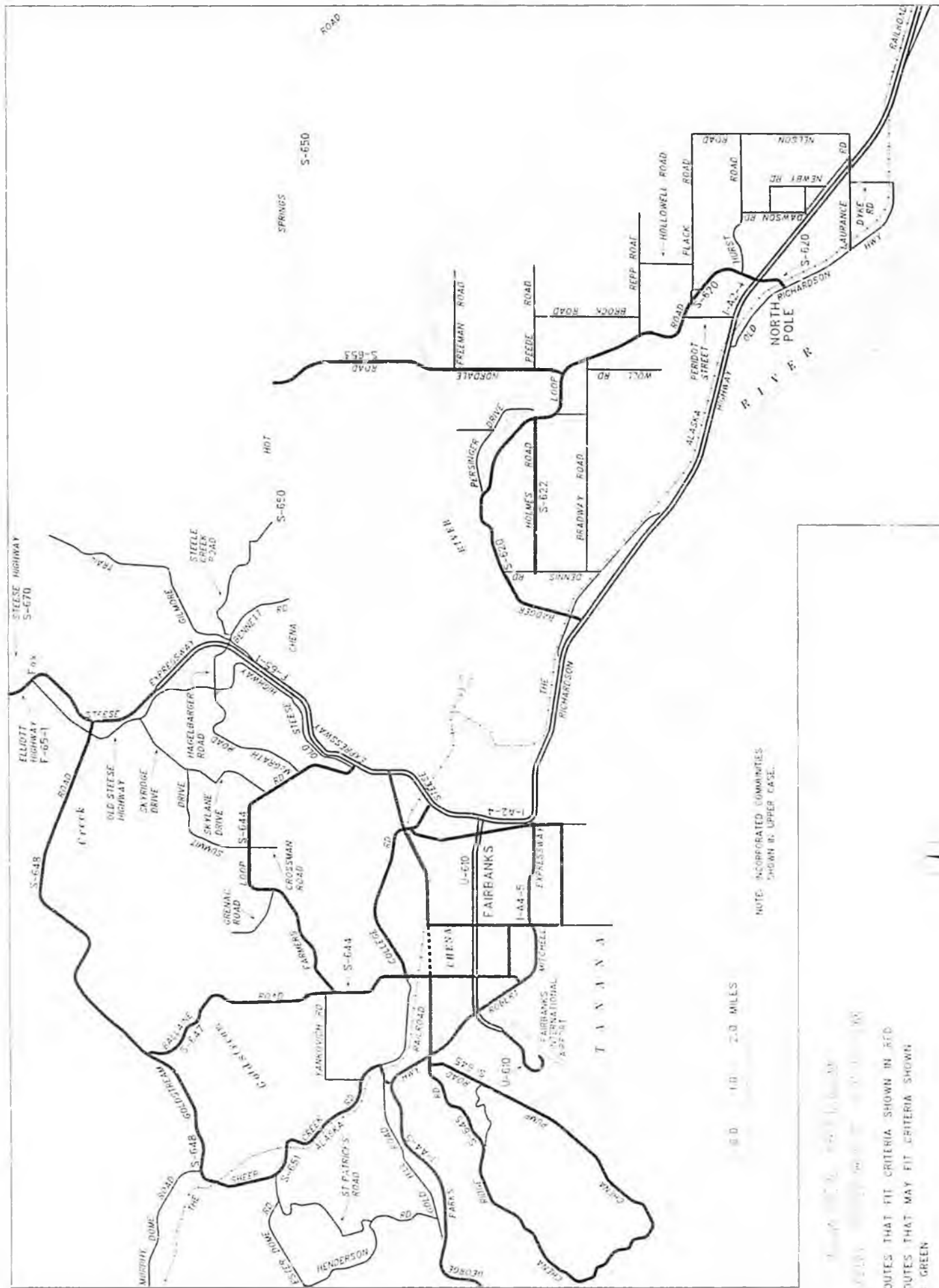
A DOTTED LINE INDICATES FERRY SERVICE.
A DASHED LINE INDICATES UNCONSTRUCTED
ROUTE. ROUTING IS APPROXIMATE.

MAP SHOWS CORE IDENTIFICATIONS USED
TO PREPARE THE CAPITAL IMPROVEMENT
PROGRAM (1993-1999). PROJECTS ON ROUTES
IN RED AND GREEN WERE INCLUDED AS
"CORE SYSTEM IMPROVEMENTS" OR "SYSTEM
EXPANSION." REFINEMENT OF CORE
IDENTIFICATIONS IS UNDERWAY.

SCALE IN FEET
1" = 100 MILES
1" = 160,934 METERS



(JANUARY 1993) MAP 1

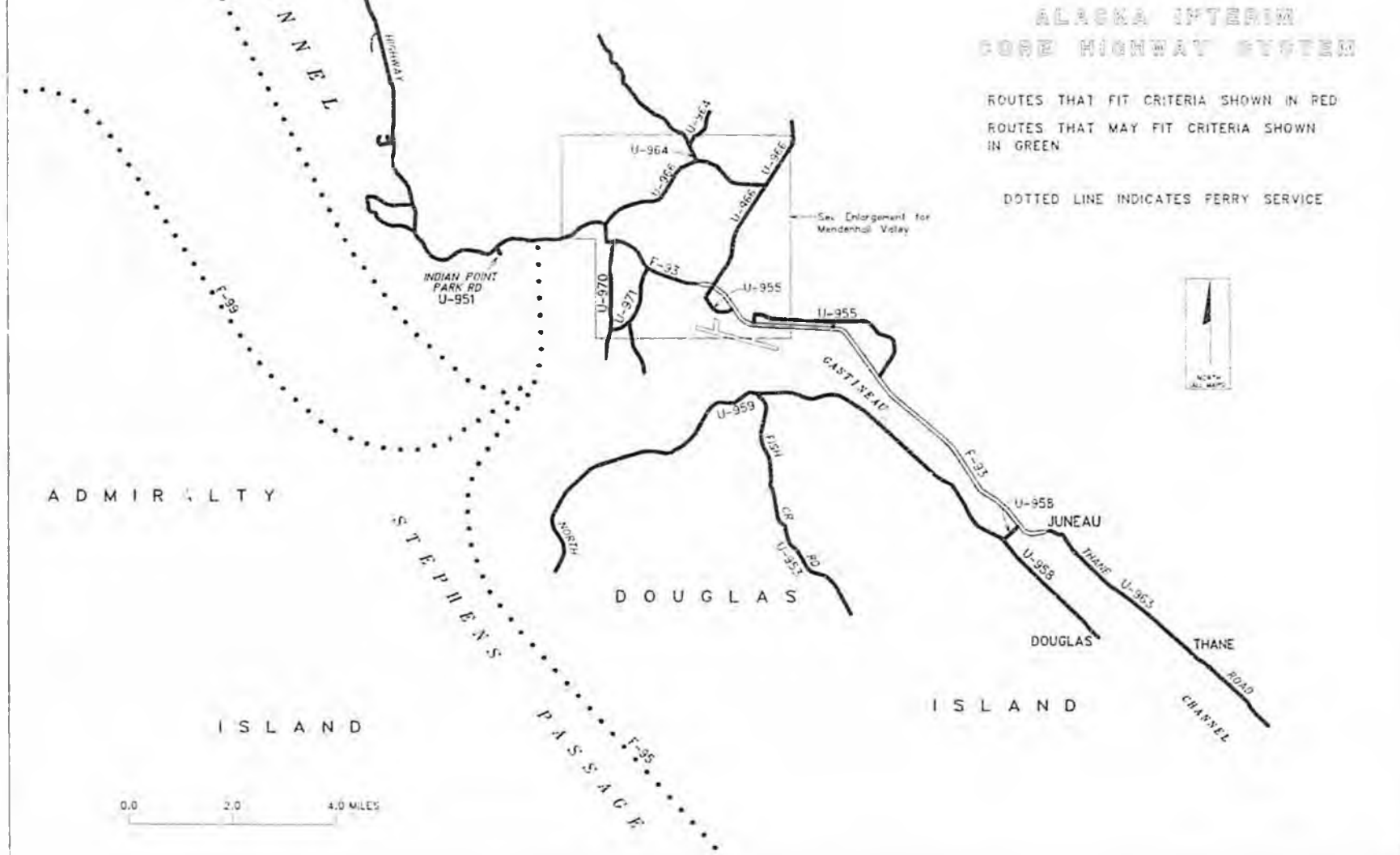
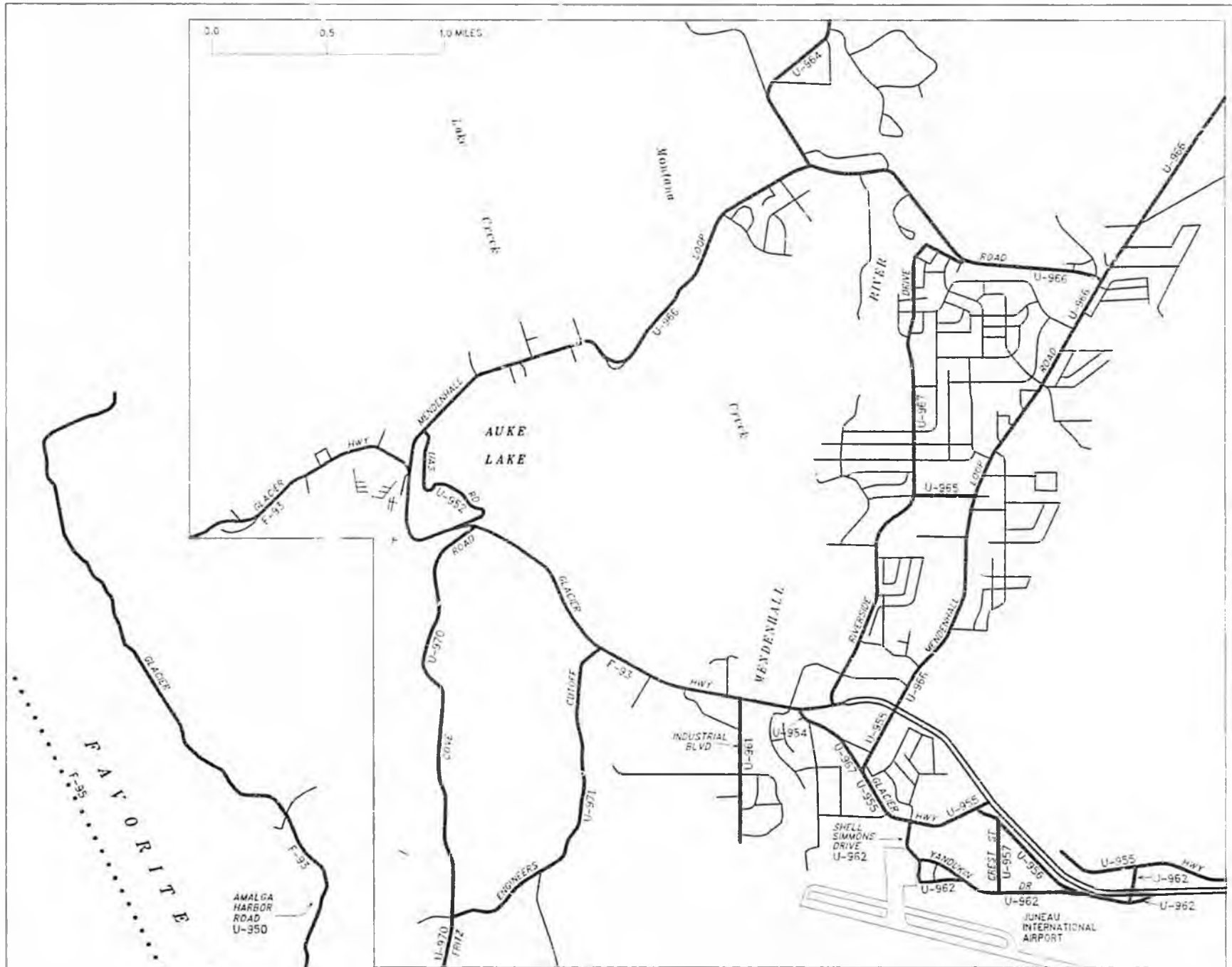


NOTE: INCORPORATED COMMUNITIES SHOWN IN UPPER CASE.

0.0 1.0 2.0 MILES

ROUTES THAT FIT CRITERIA SHOWN IN RED
 ROUTES THAT MAY FIT CRITERIA SHOWN
 IN GREEN

DASHED ROAD SYMBOL INDICATES
 UNCONSTRUCTED ROUTE.



**ALASKA INTERIOR
CORE HIGHWAY SYSTEM**

ROUTES THAT FIT CRITERIA SHOWN IN RED
ROUTES THAT MAY FIT CRITERIA SHOWN
IN GREEN

DOTTED LINE INDICATES FERRY SERVICE



