

District 6 Funding

District 6's first priority is to safely and efficiently manage existing roads. The district estimates the cost at \$30 to \$40 million per year, but it expects funding of only \$10 to \$20 million per year.

Pavement Management

The district's pavement management program, which excludes bridges, preserves and restores pavement primarily through low-bid contracts. Pavement modeling suggests that anticipated revenue will be insufficient even to preserve aging roads.

Corridor Management

In the past, crews relocated private accesses and constructed passing lanes, turn bays and intersection improvements when funding was available. The district expects minimal funding for this going forward.

Future Expansion

Falling revenue has eliminated the ability to construct major improvement projects in the foreseeable future.

Funding Level

District 6 anticipates baseline funding of \$14 million per year starting in 2014, with modest additional funding likely.

With \$10 million of additional annual funding (see Figure 1), the district would allocate money for resurfacing and ballast repairs.

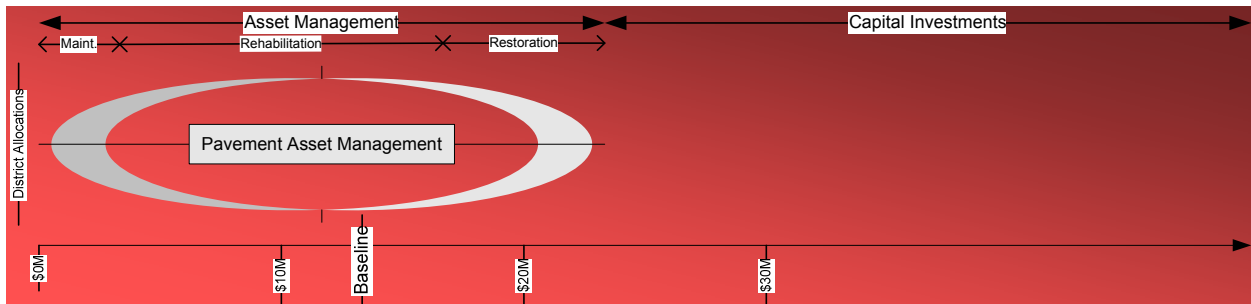


Figure 1. First increment of increase.

With \$20 million of additional annual funding (see Figure 2), the district would seek to improve high-traffic areas. Examples include constructing the Thornton interchange or enhancing Idaho 33 on problematic stretches.

In fast-growing communities, incremental funding would be used for new storm drains, sidewalks, bicycle lanes and light poles.

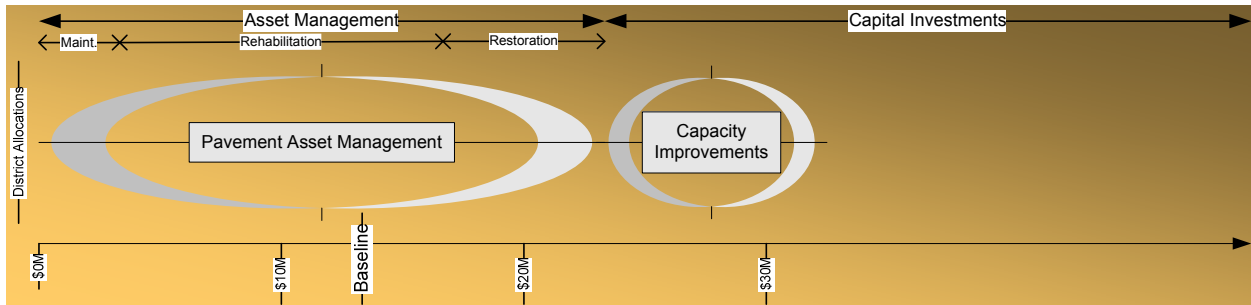


Figure 2. Second increment of increase.

With \$30 million of additional annual funding (see Figure 3), the district also would restore transportation corridors and perhaps begin construction of new connections.

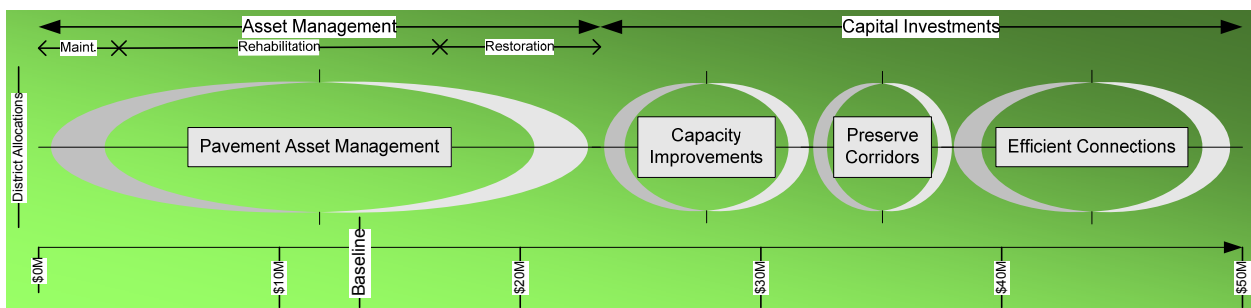


Figure 3. Next increment of increase.

Please note that even \$30 million of additional funding is insufficient to meet all system needs.