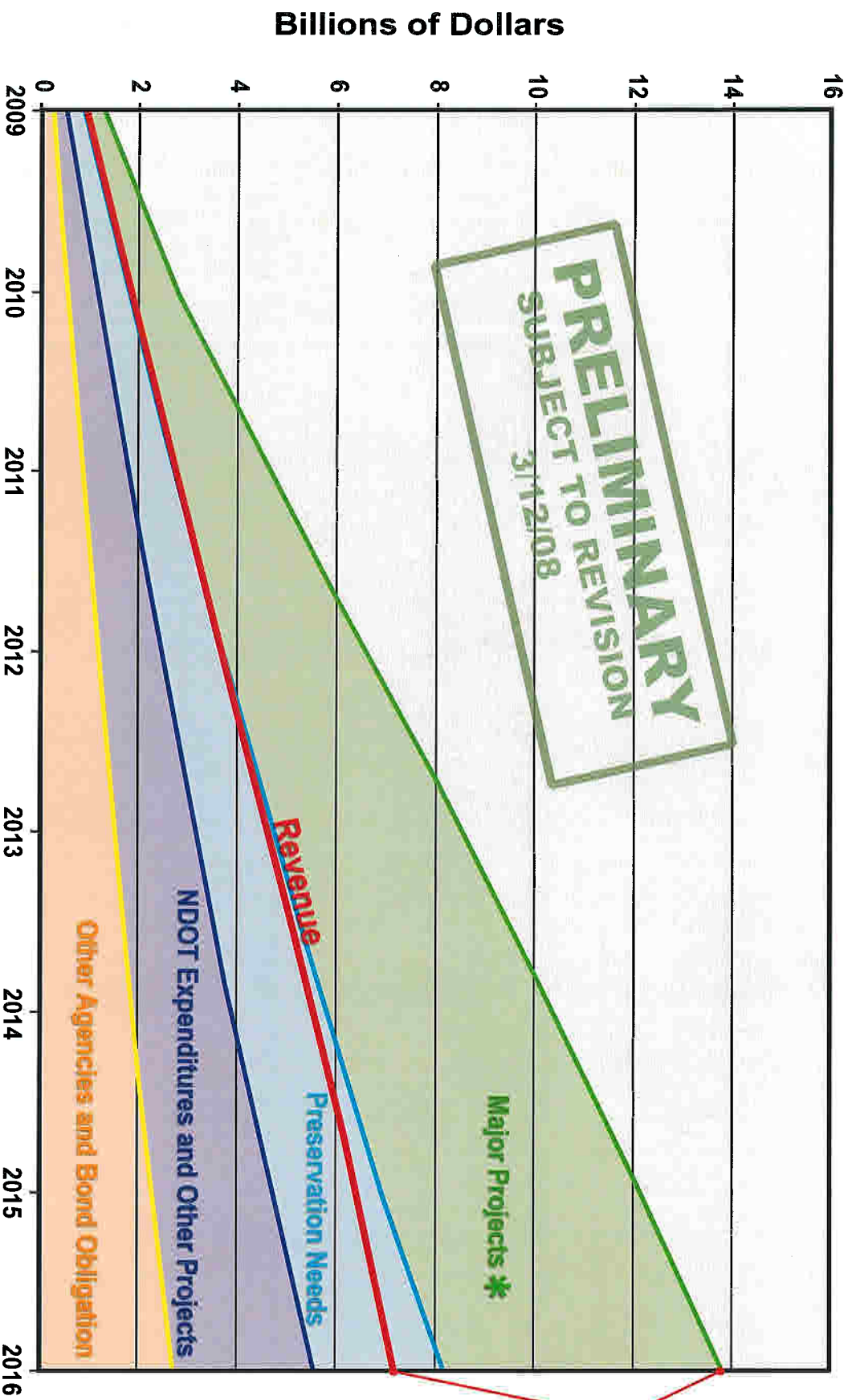


Estimated Highway Fund Needs vs. Revenue (Cumulative)

Fiscal Years 2009-2016

Changes from 2/14/08 Version
 • Updated Revenue Projections
 • Updated Expenditure Projections
 • Rearranged Projects for Constructability



* Based on 85th percentile of estimated cost ranges of scheduled major projects.

Estimated Highway Fund Needs and Revenue
 Fiscal Years 2009 - 2016
 (Millions of Dollars by Year of Revenue/Expenditure)

	2009	2010	2011	2012	2013	2014	2015	2016	
Major Projects									
I-15 North (Design/Build) - US95 to Craig	169	107	62						
I-15 Express Lanes - Beltway to Sahara***	30	30							
I-15 South (Phase I) - SR160 to Tropicana***	210 to 250	42 to 50	84 to 100	84 to 100					
US95 NW (Package 1) - Rainbow to Ann	130 to 175	26 to 35	52 to 70	52 to 70					
US95 Northbound - Moana to I-80	80 to 100	16 to 20	32 to 40	32 to 40					
Boulder City (Phase I)	180 to 230	18 to 23	54 to 69	54 to 69					
I-15 NEON (Phase I) - I-15 Direct Connections to US95***	545 to 655	55 to 66	109 to 131	109 to 131	109 to 131	109 to 131	109 to 131	55 to 66	
I-15 South (Phase II) - Sloan to SR160	135 to 160	27 to 32	54 to 64	54 to 64					
I-80 Early Action Projects - Robb to Vista	180 to 225	18 to 23	54 to 68	54 to 68	54 to 68				
I-15 North (Phase II) - Craig to Speedway	105 to 140		21 to 28	42 to 56	42 to 56				
US95/CC215 - System to System Interchange	90 to 150		18 to 30	36 to 60	36 to 60				
US395 - McCarran to Golden Valley	70 to 95		14 to 19	28 to 38	28 to 38				
I-15 NEON (Phase II) - MLK Connector	345 to 465		35 to 47	69 to 93	86 to 116	86 to 116		69 to 93	
I-15/CC215 North - System to System Interchange	130 to 160		13 to 16	39 to 48	39 to 48				
US95 NW (Package 2) - Ann to Kyle Canyon	140 to 195		14 to 20	42 to 59	42 to 59				
I-1515 (Phase I) - I-15 to Maryland Parkway	790 to 1070		79 to 107	178 to 241	178 to 241	178 to 241		178 to 241	
US395 CC Freeway (Phase IIB) - Fairview to Carson St.	140 to 170		28 to 34	56 to 68	56 to 68				
Pyramid Highway - Nugget to De La Plata	450 to 600		45 to 60	90 to 120	113 to 150	113 to 150		90 to 120	
I-15 North (Phase III) - Speedway to Apex	115 to 140			12 to 14	35 to 42	35 to 42		35 to 42	
I-15 South (Phase III) - Stateline to Sloan	110 to 140				22 to 28	44 to 56		44 to 56	
Major Projects - Subtotal	4144 to 5319	239 to 265	384 to 462	492 to 619	591 to 770	755 to 996	680 to 883	592 to 778	416 to 552
Current Construction Obligations		144	150	150	309	319	330	340	351
Preservation Needs		335	290	300	344	364	384	404	424
NDOT Expenditures and Other Projects**		284	304	324	344	364	384	404	424
Other Agencies & Bond Obligation		229	251	245	245	254	265	275	286
Other Agencies		89	89	84	81	81	70	63	63
Current Bond Obligation		89	89	84	81	81	70	63	63
Total Annual Needs	1320 to 1346	1469 to 1547	1595 to 1722	1569 to 1748	1773 to 2014	1728 to 1931	1674 to 1860	1540 to 1676	
Annual Revenue into the Highway Fund (Federal and State)***	1035	892	903	834	852	870	888	957	
Annual Deficit	285 to 311	577 to 655	692 to 819	735 to 914	921 to 1162	858 to 1061	786 to 972	583 to 719	
Estimated Annual Revenue Needed to Support Bonding****	22 to 24	68 to 76	124 to 142	182 to 215	256 to 307	324 to 392	386 to 469	432 to 525	
Cumulative Deficit	285 to 311	862 to 966	1554 to 1785	2289 to 2699	3210 to 3861	4068 to 4922	4854 to 5894	5437 to 6613	

Estimated project delivery schedules are based on current available information. Funding ability, environmental issues, and/or right-of-way impacts may impact schedule and cost.

* Estimated cost includes design, right of way, and construction by year of expenditure.
 ** Includes all other NDOT expenditures including, but not limited to, salaries, operating, and equipment. Other projects include Safety, Bridge, Enhancement, Economic Development, District Contracts, and Stewardship.
 *** Includes up to \$100 million per year from LVCVA (Fiscal Years 2009, 2010, and 2011) and excludes any other 2007 ABS95 revenue.
 **** Assumes a level payment, 5% simple interest, and does not take into account coverage ratios. Assumes a series of 20-year bonds with a reliable revenue source to fund the bond payments through 2035.